

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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Latest Advices.

PORTS.	OUTWARD.		HOMEWARD.
	From London.	Arrived out.	Received Nov. 10.
JAPAN—Yokohama ...	Aug. 1	Sept. 19	Sept. 24*
Yedo ...	—	—	—
Osaka and Hiogo ...	July 25	" 15	" 19*
Hakodashi ...	—	—	—
Nagasaki ...	" 25	" 10	" 17
CHINA—Peking ...	—	—	" 11
Tien-tsin ...	—	—	" 13
Chefoo ...	—	—	" 15
New-chwang ...	—	—	" 11
Hankow ...	" 25	" 10	" 16
Kiu-kiang ...	—	—	" 17
Chin-kiang ...	—	—	" 12
Shanghai ...	Aug. 1	" 15	" 21
Ningpo ...	—	—	" 19
Poochow ...	" 8	" 22	" 24
Fernosa ...	—	—	" 18
Amoy ...	—	—	" 24
Swatow ...	—	—	" 19
Hong Kong ...	" 8	" 15	" 27
Canton ...	—	—	" 26
Macao ...	—	—	" 26
PHILIPPINES—	—	—	—
Manila ...	" 1	" 5	" 16
COCHIN-CHINA	—	—	—
Saigon ...	—	—	—
SIAM—Bangkok ...	—	—	" 25
BORNEO—	—	—	—
Lahuan ...	—	—	" 20
Sarawak ...	—	—	" 27
JAVA—Batavia ...	" 29	" 29	" 30
Samarang ...	—	—	" 27
Sourabaya ...	—	—	" 25
MALACCA STRAITS—	—	—	—
Singapore ...	" 29	" 25	Oct. 5
Penang ...	Sept. 5	Oct. 4	" 7
CEYLON—	—	—	—
Galle ...	" 19	" 12	" 16
Colombo ...	—	—	" 14

* By Pacific mail, via San Francisco.

THE MAILS, &c.,

The P. and O. mail, bringing advices as above from China and the Straits Settlements, was delivered, via Brindisi, this morning, its due date. The Pacific mail, with the Japan advices, reached London on the 4th inst. via San Francisco. The next inward (French) mail, with a week's later dates, viz., Yokohama, 24th; Shanghai, 28th Sept.; Hong Kong, 4th; Singapore, 13th Oct., left Suez yesterday, and will be delivered on its due date, Monday next.

The telegraph cable between Shanghai and Amoy is again interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived Nov. 6.—From Penang, Lieut. W. Lewin. To Venice: From Shanghai, Mr. C. J. Holliday, Mr. G. A. Smith. To Southampton, per P. and O. steamer *Indus*, expected to arrive Nov. 17.—From Yokohama: Mr. C. S. Brooke. From Shanghai: Lieut. W. H. Bond, Mr. F. Nawbord. From Hong Kong: Major Newbolt, Mr. Watton. From Singapore: Deputy Cont. Paymaster J. A. O'Brien, Deputy Comy. G. C. Murray. From Penang: Lieut. N. R. Cresswell, R.N., and servant, Lieut. Lindsay, R.N. From Galle: Capt. and Mrs. Foster, Capt. Hill.

Per steamer *Ajar* (Holt's line), arrived Nov. 8.—From Shanghai: Mr. Hume. From Hong Kong: Major and Mrs. Twemlow, Mr. Norton. From Singapore: Mr. and Mrs. Emerson, Mr. and Mrs. Arthur.

Per steamer *Antenor* (Holt's line), arrived Nov. 9.—From Shanghai: Mr. Walker.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, from Marseilles, Nov. 9 (booked from London).—To Shanghai: Mme. Hart, Mdlle. Morrison, Mr. Fryer, Mr. and Mrs. Hoking, Mr. Shicker. To Hong Kong: Mr. Argae, Mr. De Fiersaint and daughter, Mr. Cesar Kruger and lady, Mr. A. Gardner, Mr. A. Frazer, Mrs. and Miss Viersaint, Miss Gautier, Mr. Head, Mr. and Mrs. Smith. To Singapore: Mr. Dorrepaal and family, Miss E. Gill, Mr. F. Albert, Mr. Elgingre, Mme. Elgingre, Mr. and Mrs. Foster, Mr. Thomas and lady friend, Mr. Sutorius. To Batavia: Mrs. Schneider and daughter, Mr. Sertorius, Mr. and Mrs. Beckhurs, Mr. and Mrs. Hartog, Mr. De Vries, Mr. G. Struby, Mr. V. Rees and family, Mr. and Mrs. Kolf, Mr. Vriesendorp. To Saigon: Gen. de Colonel.

Per French steamer *Amazon*, from Marseilles, Nov. 23 (booked from London).—To Yokohama: Mr. Mourah. To Shanghai: Miss Hudson, Master Hornby. To Hong Kong: Mr. and Mrs. Coare, Mr. Gepp, Mr. Stael, Mr. Durand. To Batavia: Mr. and Mrs. Geering, Mr. Hornby, Mr. Valdeck.

Per French steamer *Ara*, from Marseilles, Dec. 7 (booked from London).—To Shanghai: Mr. W. P. H. King. To Hong Kong: Mr. J. Walter. To Batavia: Mr. Vanlynden, Mr. Treycet.

Per French steamer *Iraonaddy*, from Marseilles, Dec. 21 (booked from London).—To Batavia: Mr. Van Rieckvorsch.

Per P. and O. steamer *Ellora*, from Southampton, Nov. 1.—To Ceylon: Miss Dunbar, Mr. Hedges. To Colombo: Mrs. Buchanan, Mr. A. Crabbe.

Per P. and O. steamer *Delhi*, from Southampton, Nov. 6.—To Shanghai: Mr. and Mrs. F. Gilman. To Hong Kong: Mr. H. Taylor, Mr. Walker, Mrs. Greig. To Penang: Miss Greig. To Ceylon: Mrs. J. White, Mr. H. Wace.

Per P. and O. steamer *Ceylon*, from Brindisi, Nov. 17.—To Hong Kong: Mr. W. Grote. To Ceylon: Mr. F. C. Loos.

Per P. and O. steamer *Bothara*, from Southampton, Nov. 18.—To Yokohama (via Bombay): Mr. and Mrs. R. Hughes.

Per P. and O. steamer *Poonah*, from Southampton, Nov. 20.—To Galle: Mr. and Mrs. Goodive. To Ceylon: Miss Wilson.

Per P. and O. steamer *Malta*, from Venice, Nov. 28.—To Yokohama: Mr. and Mrs. C. Simon.

Per steamer *Deception* (Holt's line), from Liverpool, Nov. 2.—For Hong Kong: Miss Moore, Mr. John Cumming. For Shanghai: Mrs. Gale, Mr. John Swire.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices by the present P. and O. mail extend to the 17th Sept., but by the Pacific mail we have seven days' later news, viz., to the 24th Sept.; the French mail from London July 18 arrived out on the 6th Sept., the following P. and O. mail of July 25 on the 13th Sept., and the French mail of 1st Aug. on the 19th Sept. The *Japan Mail* gives the following items of news:—

H.R.H. the Duke of Genoa still remains here. A review of the Japanese troops in garrison at Yedo was given in his honour on the 8th Sept., in presence of the Mikado and several of the Foreign Ministers, &c. The Duke afterwards took luncheon with his Majesty.

An address has been presented to the Duke of Genoa by a minority of the Italians here, the remainder appearing to dissent from it in consequence of their democratic principles.

Up to date only some 20,000 cartons of silkworm eggs have arrived, and the Italian graineurs appear to be much annoyed at the new regulations. They have held a large meeting on the subject, but their deliberations have been kept secret; it is known, however, that a long telegram has been sent home to their Government, protesting against the course taken by the Minister of Agriculture, in requesting the Japanese Government to delay the transmission of cards from the interior to Yokohama.

Great disgust has been expressed here at the news of the new Postal Convention concluded with the United States. The effect of the convention, if carried out, will be to divert a large portion of the correspondence now carried by the American line to the English and French ones. A hope is, however, expressed that the Chamber of Commerce will take some steps to protest against the intended scheme.

In view of an approaching visitation of cholera, quarantine regulations have been drawn up, but they have not yet been promulgated officially, owing to the fact that they are not to be brought into operation unless necessity should arise.

It is stated that it is the intention of the Government to abolish the Shoshas, or great trading corporations, which have a virtual monopoly of mercantile negotiations, and to establish National and Joint Stock Banks at the great centres of commerce.

The weather during the past fortnight has been much cooler, accompanied with considerable rain. In some instances this has

unfortunately fallen in excess, and from several parts of the country heavy floods are reported, which have carried away the crops and done much damage.

The Japanese Embassy, after its long voyage round the world, returned here *via* Shanghai on the 13th. They were saluted by the various men-of-war on landing from the ship, and immediately proceeded to Yedo.

H.M.S. *Cadmus* arrived from the Russian settlements in the north on the 16th, and brings news that the English Admiral and squadron may be expected here in the beginning of October.

The review in Yedo, commencing at the inconveniently early hour of eight o'clock, on the 8th inst., the foreign representatives who had been invited to be present went to the railway station at Yokohama, intending to go by the first train, but only a portion of them succeeded in obtaining tickets; the remainder were refused, on the ground that the train was full! The fortunate ones were the Ministers for France and America, and Mr. Watson, British Secretary of Legation. The German Minister, the Minister for Holland, the Spanish *Chargé d'Affaires*, and some officers from the German ship, in full dress uniform, were all left behind, much to their annoyance. The Japanese officials were obdurate, and, in spite of remonstrances and protests, refused to add another carriage to the train (for which, it is said, there was time), which would have met the entire difficulty. There was no foreign railway official present, or the absurd *contretemps* would, we think, not have been permitted to occur.

Lot 76 in Main-street has been sold to Strahan and Thomas for \$25,200.

Mr. George Dare has launched a pretty little yacht, built upon the same lines as the *Corisande*, constructed by Mr. Ratsey, of Cowes. She is 55 feet in length, 10 feet beam, and draws 7 feet of water aft and 4 feet 6 inches forward. Her framing is of camphor-wood; keel, stem, and stern posts of kiaki, and her planking of hinoki. She has been faithfully built by Mr. Oastler, foreman of Messrs. Watson and Co., under the superintendence of her owner. It is to be hoped that her performances may realise all that is expected of her.

The *Japan Mail* says:—We have on several occasions drawn attention to the great irregularities which occur in the transmission of letters by the Japanese Post-office, and are glad to see that the subject has met with attention elsewhere. A post-office to be of any real value must be absolutely trustworthy as regards the delivery of letters, and as punctual as the nature of circumstances permits. The Japanese Post-office is neither the one nor the other. Letters entrusted to it are often irregularly delivered, and sometimes lost altogether, or, at all events, never delivered. In making the latter charge we do so on personal experience, and it is the gravest fault with which such an institution can be charged.

The fruits of the bad policy of sending Japanese youths abroad for their education, before they have had that preliminary preparation which we have always contended to be necessary, are now beginning to show themselves abundantly. The majority of these youths come back to their own country with the most imperfect understanding of what they have seen elsewhere, a superficial smattering of two or three "ologies" or "isms," a taste for beef and beer, and a prodigious contempt for their own country. They are insolent to their fellows, ambitious of the notice of foreigners, contemptuous towards the learning and traditions of Japan, and profoundly ignorant of ours.

We understand that an English lady, Mrs. Chaplin-Ayrton, wife of Professor W. E. Ayrton, of the new Imperial College of Engineering at Tokyo, has recently settled in that city with the intention of practising medicine.

At a meeting of the Chamber of Commerce, called chiefly for the purpose of electing a chairman in the room of the late Mr. Marshall, and a vice-chairman; Mr. Wilkin was called to the former, and Mr. Winstanley to the latter post, by the general consent of the members.

HIOGO.

The *Hio-go News* has the following items:—

The Japanese seem at last to have awakened to the fact that the short notice which was given of the opening of the two past exhibitions at Kioto, and the hurried nature of the preparations altogether in connection with them, seriously militated against their success, especially in the matter of foreign exhibits. We, therefore, gladly welcome the notice which has been issued under date of the 5th inst. by the Gwainmsho (a copy of which has been handed to us), granting permission to the Governors of Kioto to hold another exhibition there next year for a hundred days—from 1st March to 8th June. This will give foreign firms an opportunity of exhibiting samples of various articles of foreign manufacture, which it has not hitherto been possible to do, owing to the shortness of the notice which in each case has been given. We are glad to see that this Kioto Exhibition is becoming an annual institution, and it is quite allowable to us to suppose that it points to the permanent opening of the town to foreigners at no distant date.

Lot No. 30 on the Foreign Concession was sold by auction, and became the property of Messrs. Hughes and Co., at the price of Mexican dollars 3,100.

NAGASAKI.

The *Express* has the following:—

The members of the Embassy, by the Pacific mail steamer *Golden Age*, have arrived here, *en route* for Yedo. A salute was fired by the Government battery in honour of their arrival. The Japanese ensign was shortly afterwards saluted by the United States flagship *Hartford*, being duly acknowledged by the Government battery.

At the public auction held by the China and Japan Trading Company, for the purpose of disposing of the buildings and property belonging to the estate of Messrs. Textor and Co., the Lot No. 11, Oura, with the buildings thereon, was knocked down to Mr. Hermann Iversen for the sum of \$2,700. Taking into consideration the dilapidated condition of some of the buildings, the amount realised shows property at this port to be advancing in value.

H.I.R.M.'s corvette *Vitiaz*, bearing the flag of Rear-Admiral Brummer, arrived in this harbour from Passiate, and exchanged salutes with the *Hartford*, bearing the flag of Rear-Admiral Jenkins. As the *Vitiaz* passed the latter her band played the Russian National Anthem. The *Vitiaz* brought on board her as passengers Captain Fisher, wife and child, and eleven Chinese, of the German barque *Charlotte Cristeine*, which was lost on August 30 last, bound from Vladivostock to Chefoo.

CHINA.

—O—

TIENTSIN.

For some days previous to the 10th Sept. the weather at this port was, for the time of the year, extremely warm and close. At noon on the 9th the barometer, which had not moved for about a month, began to fall; and although no indication of a change of weather could be observed in the sky or in the temperature, we inferred that something was brewing. On that day the river water was higher than ever it had been either this year or during 1872 or 1871. In some places it was level with the bund, and in most places only four or five inches below the top; and we were apprehensive that if we had a north-easterly storm the water would come over the bund and inundate the southern and unraised part of the settlement. Shortly before 3 A.M. on the 10th a breeze came out of the west, and a few minutes later rain began to fall. Then the wind shifted round to the north, and it soon blew a gale with heavy rain. The rain continued and we received intelligence that the Grand Canal and some other of the inland waters beyond Tientsin had burst their banks, and that the water was rapidly covering the western plain. At noon the plain for a considerable distance east of the Treaty Joss-house, which is about a mile and a half from the settlement, was covered with a yellow-coloured water, which was advancing fast towards the settlement. At dark the plain water was almost level with the raised Taku-road which forms the western boundary of the settlement; and it was rising rapidly in height and almost surrounded the Club-house. A great number of people, who had been engaged gathering in paddy, were caught in the plain and drowned.

At daylight on the 11th inst. the Taku-road was completely covered with water, which also covered several of the west or back lots of the settlement. The plain waters are still rising and spreading over the country up to the present moment. Several of the cellars in the settlement have been flooded. The river water has fallen since the banks were burst. Foreigners who have lately gone up to town have on their return declared the stench in several of the streets perfectly horrible, arising from the river water having got into them. A great number of houses have been washed down outside the west gate.

SHANGHAI.

The present mail brings advices from this port to the 21st Sept.; the French mail from London Aug. 1 arrived out on the 15th Sept. The following items of news are from the *North China Herald*:—

A singular accident occurred on the 3rd Sept. at a joss feast in the Hongkew village, which has resulted in the death of a Chinaman. An expectant crowd of coolies were waiting to receive the joss-cakes which are distributed as part of the festival, and some in their eagerness were pressing the men in charge of the basket. One of the latter pushed a coolie sharply to one side, bringing him into collision with a travelling shoemaker's bench, over which he stumbled. A knife lay on the bench, and from the way in which it was struck by the man's body the handle must have been depressed and the blade raised, so that it pierced him in the region of the stomach. Assisted by the men who had been the innocent cause of the mishap he reached the Police-station, and was sent on to the Chinese Hospital, where the wound was dressed by Drs. Macgowan and Meadows, a protruding portion of the bowel having to be returned to its place. Every care was taken, but inflammation set in, and the man died on Sunday night. An inquiry was to have been held by the Chihien, but no blame seems to be attachable to anyone, nor did the deceased attribute any.

The British ship *Leander* brought the news here a few days since that the *Donne Castle*, which left Shanghai recently for Hong Kong, was about thirty miles east of the *Leuconna*, in a partially disabled condition. The very heavy weather before and since that time gave some grounds for apprehension respecting her safety; and H.B.M. Consul communicated with the Senior Naval officer, Captain Le Hunt Ward, of the *Thetis*, as to the advisability of sending out a vessel to her assistance. The master of the *Leander*, however, stated that the *Donne Castle*, when seen by him, was not in distress; that she was under juremasts, with courses and head sails set, standing in towards the land, about thirty miles east of *Leuconna*, probably with the intention of returning to Shanghai, the weather being fine at the time. Taking this statement into consideration, coupled with the fact that on the following morning it came on to blow hard from the northward, it is believed that the *Donne Castle* would, under the circumstances, bear up for some port under her lee, viz., Foochow, or even her destination, Hong Kong—either of which ports, with the wind which prevailed along the coast during the succeeding four days, she would speedily reach. It was decided therefore to be unnecessary to send in quest of her.

An unfortunate accident has occurred while the *Shantung*, from Chefoo, was approaching Woosung, by which Bishop Harris and his party of fellow travellers, who were passengers from the North by the steamer, lost a portion of their baggage, journals, and the curiosities and specimens they had collected during their trip. The *Fychoo* was observed coming down the river bound for Hankow, and the travellers desiring to join her, Captain Winsor gave orders that a boat should be got in readiness. The baggage which it was intended to tranship was placed in the boat, the steamer continuing on her course meanwhile, and the boat was being lowered so as to be in immediate readiness for embarkation, when the tackle fouled, causing one end to descend more rapidly than the other. The boat partially capsized in consequence, and the articles placed in it were thrown into the water and instantly carried out of sight by the tide. The party who have met with this serious misfortune were therefore obliged to come on to Shanghai.

A few days since, while the steamer *Galley of Lorne* was coming to an anchor below the shipping, she swung against a junk, causing such damage to the hull by a blow from her screw that the junk began to fill, and appeared likely to sink in mid-channel at her moorings. The tug *Fokelin*, however, which had been rendering assistance to the *Galley of Lorne* while the latter steamer was temporarily aground, took the junk in tow, and beached her on the Pootung shore, near the Naval Yard. She soon became water-logged, and a number of boats commenced pilfering the cargo which could be got at. The junk was laden with beans, peas, beancake and oil from Newchwang for Shanghai, and the swelling of the cargo from the soaking it received burst the sides of the vessel in several places. We understand that the agents of the steamer have accepted responsibility for the consequences of the accident.

Our Newchwang correspondent writes:—There is no particular news, except that the country is flooded by the late heavy and unusual rain. The poor people, rather than starve, band themselves together and become "Ma-tatze"—mounted robbers! which, by-the-by, requires some capital to begin with, as they say these brigands are better mounted than, though not so well led as, the mandarin soldiers. Our Commissioner of Customs during an excursion up the river was fired upon by river pirates; but, though the only foreigner on board—after showing himself in the hope that he would not be attacked, and receiving several shots, which fortunately only entered his boat—he returned the fire, killing at least one scoundrel. We hope to get a few marines for the winter, as the neighbourhood of the robbers makes it unsafe.

A Hankow correspondent writes:—We have had a sandstorm here, which was very disagreeable, but now the atmosphere is beautifully clear and bright again. Rain is wanted very much; all our gardens are parched, and we dare not begin sowing until the rain comes on. Business is over for the season, although nearly every one is trying to delude himself that it is not.

From the steamer *Pekin* we learn that during her stay at Hankow the water rose six inches. She also reports the Acteon Buoy to be in a sinking condition.

Over fifty "griffins and likely" have arrived by the *Shantung* from the North. The arrivals promise well for the next race meeting, which we hear that the enterprise of the noble owners is also tending to make a great success.

The s.s. *Cadiz*, which was put up to auction by the China and Japan Trading Company, was bought in at Tls. 25,500, the bidding reaching Tls. 25,400.

The following items of intelligence are from the *Shanghai Courier*:—

Mr. George Ford has been brought up at the Supreme Court under a warrant of arrest, which charged him with the wilful murder of a Chinaman shot by him last week at Honque. The case has been adjourned till the 22nd Sept., when the evidence taken will be read over and signed, counsels' remarks will be heard, and the magistrate will give his decision whether there is a case for trial.

In addition to the numerous cases of detention by the Woosung

Bar recently reported, we have to note that of the s.s. *China*, drawing only sixteen feet, on the 16th Sept., and that of the s.s. *Glenfalloch*, which arrived at Woosung on the 17th, and has the pleasant prospect of being detained there till the next spring tides. The French mail steamer *Irresistible*, arriving on the 15th, did not get up the river till the 18th; and the last outward mail steamer, the *Ava*, grounded, and had to put back, but was able to proceed by the next tide.

It is stated on good authority that there will shortly be a general rendezvous of the U.S. Asiatic squadron at Shanghai, and that Admiral Jenkins will ascend the Yangtze during the fall. The despatch steamer *Palos* goes to Tientsin, and the gunboat *Saco* is to be left in Japan.

The report and accounts of our Amateur Dramatic Corps give pleasing evidence of the continued efficiency and prosperity of one of the most deservedly popular of our local organisations.

HONG KONG.

Our advices extend to the 27th Sept.; no later mail from London had arrived out. The following items of news are from the *China Mail*:—

The subject of the telegraphic irregularities between Hong Kong and the northern ports having again been the cause of complaint in the Chamber of Commerce, the chairman, Mr. Ryrie, has communicated with Mr. Fuller, the secretary of the Eastern Extension at Singapore, and the Board of Directors of the Great Northern at Copenhagen, with a view to remedying the difficulty.

In his letter to Mr. Fuller, Mr. Ryrie states that from the establishment of the Great Northern line between Hong Kong and Shanghai there has been a continued series of breakages to the cable, and that upon the completion of the line to Japan, and finally to Amoy, the inconvenience has increased. He also calls attention to the apparent indifference and delay in effecting repairs which seem to exist now that the Great Northern Company has, by its arrangements with the Eastern Extension, secured a monopoly of the service. The communication to the directors of the Great Northern is very similar in effect, and after enlarging upon the great inconvenience which the mercantile community suffers on account of these telegraphic irregularities, Mr. Ryrie concludes by suggesting that the laying down of a new cable would be a very desirable measure, and would redound alike to the advantage of the commercial community and the company.

A reply has been received from Mr. Fuller, in which it is stated that Mr. Ryrie's letter has been forwarded to the directors, together with a statement describing the nature of public feeling on the question.

We learn from the North that the following changes are to take place in the Customs:—Mr. Glover goes as Commissioner to Shanghai, and Mr. Wright goes to Foochow in Mr. Glover's place. Mr. Man goes to Newchwang on promotion; Mr. James Hart takes Takow, Mr. H. O. Brown Chefoo, and Mr. Rubery remains in charge at Swatow, pending Mr. Hammond's return.

The British barque *Hopewell*, from London, which arrived at Shanghai on the 19th, with eighty tons of gunpowder on board, included in her cargo, reports that she spoke the British ship *Atalanta* on the 15th of September, from Hong Kong to San Francisco, which reported having had severe weather off Formosa, and had seen a vessel founder during the gale. Perhaps this was the "white steamer" spoken of by the junk people as having been seen to founder about the time of the supposed loss of the *Cheops*. At all events there seems to be evidence that some vessel has foundered. It would be interesting to know if any missing vessel painted white left Hong Kong a short time previous.

The points selected for meteorological stations will be divided into three groups. The first will comprise Possiette, Yokohama and Nagasaki, with, we presume, Nicolaifsk, should the Russian authorities be willing to co-operate as fully as is hoped. The second will extend from Nagasaki to Shanghai, Amoy and Hong Kong, with sub-stations at Newchwang, Peking, Taku, Miaotao Shantung Promontory, Hankow, Kew-Keang and Chinkeang, Wusung, Sa-weishan, Gutzlaff, the Saddles, Chinhai, White Dogs, Tamsui and Anping, Chapel Island, the Lamocks, Whampoa, and Kiungchow. It will thus be seen that a most thorough system of observation will be carried out on the China coast, Shanghai and Hong Kong being the head-quarters to which the sub-stations will report. The observations recorded will be published annually at the former port by the Customs' Press, and copies of the publications will be sent to all national observatories, and such learned societies as are likely to care about and use them. The third division of stations will include Hong Kong (the Southern terminus of the one and the Northern terminus of the other section), Manila, Saigon, Singapore and Batavia. Shanghai will, however, act as the general receiving station, not only for those just mentioned, but for Possiette, Yokohama, Nagasaki, Newchwang, Hankow, and the Lamocks, so that it will in effect be the meteorological capital of the Asiatic Pacific coast. The recorded observations of the twelve stations will be published annually in a separate form, in addition to the more local observations of the Customs sub-stations along the seaboard. We shall thus have two sets of observations

—one which may be termed local and the other general. As regards the exchange of weather, news and other details, we have already given particulars.

BARRISTERS AND ATTORNEYS' ORDINANCE.

His Excellency the Governor, in moving the second reading of this Ordinance, said that after the discussion at the last meeting it was quite unnecessary to make any remarks.

Mr. Rowett said that the Ordinance was perfectly satisfactory both to the public and those interested in it. It was all he asked for and all he wished for.

The Attorney-General said he was glad the Ordinance was approved of, and he believed that the public and those interested in it, except a few, were quite satisfied with it. The principal reason of the public wishing for this Ordinance was that they should have personal access to the barristers, and this he could well understand, as sometimes they might have important matters which they did not wish to pass through another's hands, and section 3 gave that facility. Section 4 gave to the barristers a new field, as they could appear in all criminal proceedings without intervention of an attorney, as also in civil suits at the Summary Court.

The discussion was adjourned.

SUPREME COURT ORDINANCES.

In handing the three Bills to the Council, the Chief Justice observed that, being the President of the Select Committee on these files, it devolved on him the duty of presenting them to his Excellency. There were three Ordinances:—

1.—The Ordinance for the Reconstitution of the Supreme Court.

2.—For the Abolition of the Summary Court.

3.—For the introduction of the Code of Civil Procedure.

The Messageries Maritimes Company, following the P. and O., are offering to take freight from Foochow to London at the through rate of twenty-one dollars and a half per ton.

The P. and O. are offering to take freight from Foochow to New York at twenty-seven dollars per ton.

The *H. C. Orsted* has again been for some time past lying off the wreck of the *Sudan*, and it is rumoured that there is a likelihood of the treasure &c., being yet recovered.

With the late cool weather the shooting season has fairly commenced, and good bags of snipe—up to thirty-four brace in one case—have been got in the neighbourhood of Castlepeak Bay, Kowloon and Yowmatee.

The British steamer *Shanghai* (Captain Courtney, once commander of the *Ariel*, tea clipper, and late chief officer of O.S.S. *Prism*), which arrived here this morning, is the second of Messrs. Holt's Yangtze steamers in China waters. The first one did not stop here, but went direct to Shanghai. The *Shanghai* is of 2,217 tons, and is very like the *Powen*, but larger, and is a paddle instead of a screw-boat.

Foong Aileen v. Thomas Ide Bowler, \$500.—This was an action brought by a rather good-looking young Chinese woman to recover damages from the defendant, clerk to Mr. Granville Sharp, for alleged breach of promise of marriage. The Court was crowded with European spectators, and great interest was evidently felt in the case, the action being, we believe, the first of the kind ever brought in this colony. After the case was called, and before the plaintiff was sworn, his Honour asked her what evidence she had to support the allegation of a promise of marriage. She replied that she had no documentary evidence, but the promise was made in the presence of witnesses, who, however, were all at Canton. One of her witnesses was called Morehouse, but he was not here. She was alone here. His Honour said in that case she must be non-suited, as any evidence she could offer herself was not admissible according to law. Under Ordinance 3 of 1852, certain evidence was made admissible, but it was provided there that nothing therein contained should apply to any action, suit, or proceeding instituted in consequence of adultery, or to any action for breach of promise of marriage. The plaintiff must therefore be non-suited; if she could get her witnesses here she could bring a new action.

The British steamer *Shing King*, which arrived here on the 18th, is a walking beam paddle-steamer, 1,200 tons gross and 710 tons registered tonnage, built by Messrs. Inglis and Co., of Glasgow, and has all the latest improvements; she is intended to run between Shanghai and Tientsin, for Messrs. Russell and Co.

The barque *Laura*, which arrived on the 19th, has had a run of perhaps unexampled bad luck. She left Foochow with teas for Australia, but was dismasted in a gale, and put back to Shanghai. She encountered the late typhoon, and has again been dismasted.

Mr. and Mrs. Klenwächter have left Swatow for Canton, where Mr. K. will take charge as Commissioner of Customs. Mr. Rubery fills the place of Commissioner at Swatow, pending the arrival of Mr. Hart, who is detained at Chefoo by the negotiations for the purchase of territory on the Shantung promontory for a light-house site.

Boat racing appears to have had a fillip. A match, we hear—for a small sum of dollars by way of giving an interest to the affair—has been arranged between two picked crews. We are not great supporters of international contests, as a rule, but still do not fear that much harm would result were an international

local match to be arranged. In Shanghai, this is one of the chief annual features of the rowing season. Rowing is perhaps more peculiarly a British sport, though Americans have of late taken it up. This is no reason why English, American, and German crews should not contend in friendly rivalry. The Germans are great supporters of the gymnasium and number amongst them some brawny members, who should, with practice and coaching, turn out a dangerous team. Oddly enough, too, English, Scotch, and Irish crews have never contended in Hong Kong at the same time for the ribbon. In other communities they never fail to try which is superior.

We learn that the Colonial Government has received another batch of subsidiary coins, and that the public can obtain whatever small change they need, in exchange for notes or dollars, at the Hong Kong and Shanghai Bank.

The Canton correspondent of the *Chinese Mail* mentions an act of piracy and murder which occurred last month. More than ten scholars embarked in a junk from Kingchow to go to Canton to pass the triennial examination. On the way the junk was attacked by pirates, who boarded her. After stripping the junk of everything, and helping themselves to anything they cared to lay hands on, they bound the scholars and threw them overboard. About ten days later the same pirates attacked another junk, but a Chinese gun-boat happened to come up, captured over forty of the pirates, and handed them over to the Prefect of Canton for trial.

Canton is just now somewhat in a bustle, owing to over 10,000 graduates having been attracted thither by the examination for the *Kü-yan* degree. The examinations will commence in about a fortnight.

The question of subsidising a line of steamers to carry the mails to and from Foochow has again been agitated.

The fifth meeting of the Union Insurance Company was held on 23rd Sept. The accounts showed a balance at credit of \$129,237 clear of the capital and reserved fund. The dividend declared was \$150 per share. The London office will be opened on 1st January, at 82, Old Broad-street, under the management of Mr. Jakes, who was formerly connected with the Canton office.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices from this port extend to the 5th Oct.; no later mail from London had arrived out. The following items are from the *Straits Times*:—

The great event of local political interest during the fortnight has been the resignation of the three European unofficial members of the Legislative Council, the Hon. T. Scott, the Hon. Dr. Little, and the Hon. W. Ramsay Scott, which took place at the meeting on the 29th Sept. The immediate cause that led to this was that the Criminal Procedure Ordinance had been brought into immediate operation, in the face of their protest and of the public meeting against the abolition of the Grand Jury, but there was also a great deal of dissatisfaction because their representations on other matters were too often persistently ignored in the Council, and that when any objectionable measure came to the vote, the officials, from the Governor down, were invariably found opposed to them in a solid phalanx; that notwithstanding the theory which has been so often promulgated from the Colonial-office, that the official members are at liberty to vote according to their convictions on all measures not absolutely ordered by the Secretary of State, practically it has been found that they have not the moral courage to vote against the Government, and all the objections urged by the unofficial members might as well have been addressed to stone walls as to men who, though convinced, would not only vote, but even argue, against their belief.

The action taken by the unofficial members has been greeted with approval by the entire community, and it is to be hoped that this will be taken seriously to heart by the powers that be, and that such a significant warning will not be disregarded. It is quite true that in Crown Colonies Government officials can do pretty nearly as they well please, but these Settlements are different from other Crown Colonies in situation, population, and circumstances generally. If the European population were larger, and the residents were not British, we have no hesitation in saying that more than once since the transfer the popular feeling against Government would have infallibly led to a mutiny and rebellion. It is almost unintelligible why such a state of things should exist, or why a Governor, in a place like this, should not be on the best and most cordial terms with the whole community. There can be only one inference, and that is, that the sooner a transfer of relations in reference to local circumstances and the Crown is effected, the better it will be for the credit of the Colonial-office. There is only one thing we can assure Earl Kimberley, and that is, that if the residents here are to be bullied and insulted by their paid officials, as they have been done heretofore, there will be rampant rebellion.

As surmised in our last summary, Her Majesty's navy has avenged the insult offered to the flag by the Chinese rioters in

Laroot. The *Thalia* joined the *Midge*, and the two vessels' boats, under the command of Captain Woolcombe, of the *Thalia*, proceeded up the river, and after a sharp engagement succeeded in storming the position of the refractory Chinese, who were brought to an unconditional surrender. Thus, we may reasonably hope that the Laroot disturbances have been put an end to by this decisive action; the Tunku Muntri lost no time in taking steps to assert his authority in Laroot; and we hear that Captain Speedy, late Superintendent of Police at Penang, is expected shortly from India with 300 sepoy, whom he has enlisted for service in Laroot, who, under European officers, and Captain Speedy's able leadership, will be doubtless able to maintain order in that territory. We extract the following account of the engagement from the *Penang Gazette* of the 27th Sept. :—

H.M.S. *Thalia* met H.M.S. *Midge* at the mouth of the Laroot River on the night of the 19th September, and after a consultation between the captains of the two vessels the *Midge* and the Rajah Muntri's yacht proceeded up the river early on the morning of the 20th, towing the boats which were destined to take part in the intended action. At about eleven o'clock preparations were made for going into action; the boats left the *Midge*, led by the galley of the *Thalia*, under Captain Woolcombe's command, to attack the stockade; the *Midge* opened fire immediately, and the Chinese in the stockade returned it, assisted by the guns from three heavy war junks which were anchored close by. Shortly after the Rajah's yacht, with Captain Grant in command, steamed close up to the fort and anchored. The *Midge* in the meantime, somehow or other, owing we believe to a change of the tide, got ashore, and was for a time exposed broadside on to the fire of the enemy. A boat was immediately sent out with an anchor under Mr. Ellis of the *Thalia*, who laid it out in the most plucky manner, under the fire of the stockade, and the vessel was taken out of her dangerous position. At about two o'clock all the boats were mustered under the shelter of the Rajah's yacht, and she steamed up into a favourable position, where at a given signal a simultaneous attack was made on the fort, the stockade, and the junks. The scene which ensued is described as being more than ordinarily exciting and brilliant. Captain Woolcombe led the attack, and was seen standing in the stern sheets of his boat waving his drawn sword urging his men on; the boats, propelled as fast as muscle and eagerness could, were soon up to the positions that they were respectively to attack.

The assault is stated to have been most daringly made. The Chinese fought to the last, but were no match for the impetuous onslaught made upon them by the blue jackets, and one after another the forts, the three junks, and the stockade, surrendered. Later in the afternoon the boats, after destroying the forts and stockades, spiking the guns, and burning the junks, proceeded up the river in company with the yacht; they came up with a war junk and burnt her, destroyed another stockade, and captured a second junk. After this two of the heads of the Sin Engs boarded the yacht, and unconditionally surrendered themselves and their force, mustering some 4,000 strong. The doctor on board the *Midge* was directed to attend to the wounded of the enemy, and did his best to alleviate their sufferings. The boats subsequently made their way to their respective ships. The whole force engaged under Capt. Woolcombe's command in this assault only amounted to 150 men. The loss on the side of the Chinese, as far as could be estimated, amounts to about 200 killed and wounded.

The *Midge* arrested the Rajah Muda of Perak in a steamer belonging to the Muntri, which the former had got the loan of some months ago, but evidently did intend not to return. The steamer was brought up here as well as the Rajah; the former has been handed over to the Muntri, and the latter was released by the authorities.

The Singapore police is, it is believed, again about to experience a change in its Inspector-General, on the return from leave of absence of the Hon. C. B. Plunket, whose former management of the force was such as to render his return to that office far from desirable. Captain Dunlop will, it is said, be removed to Province Wellesley. A second petition is also in course of signature, praying the Governor not to remove Captain Dunlop from the post he has so ably occupied during Mr. Plunket's absence. It is to be hoped in the interests of the community that Captain Dunlop may not have to withdraw from the position he has shown himself so eminently fitted for, but that some other employment may be found for the talents Mr. Plunket undoubtedly possesses, but which are evidently unsuited for the management of a police force.

A serious case of poisoning occurred on board the British barque *Sooloo*, on her arrival at this port from Sunderland, on the 30th Sept., through some gin having been put a day or two before into a jug that had contained disinfecting fluid, the jug being mistaken for one that had formerly contained brandy. Captain Howie, master of the ship, and Mr. Storey, an employé of Messrs. McAlister and Co., of this port, each drank a glass of the poisoned spirits, and Mr. Storey died from the effects, while the captain had a very narrow escape. The mistake arose, we are informed, through the absence of labels on the jugs of disinfectants.

Captain Lloyd, of the British ship *Glasgow*, which arrived here on the 27th Sept., from Cardiff with coals, has been under examination before the police magistrate here, on a charge of culpable homicide not amounting to murder, in having caused the death of one of the seamen of the ship by harsh treatment while at sea. Though the magistrate dismissed the charge, it would appear from the evidence that there was a great deal of hard-heartedness, if not absolute cruelty, in the way the man was treated.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The improvement in the market had continued, and a large business had been done in all weights of Grey Shirtings at better rates; in Cotton Yarn large transactions had also taken place at quotations. Velvets and Taffachelass had also been in request, whilst Lastings, Orleans and Mousselines de Laine had been sold to a fair extent; Cloth and Blankets had remained neglected. Metals continued dull of sale. Quotations: 4E Grey Shirtings, 7 lbs., 38½ yds. 39 in., \$2.15 to 2.22½ per piece; 8 lbs., 44 do. 45 in., \$2.50 to 2.55; 8 lbs., 4 to 8 lbs. 6 do. 39 in., \$2.60 to 2.70; 9 lbs. do. 44 in., \$2.97½ to 3.07½. T-Cloths, 6 lbs., \$1.45 to 1.55; 7 lbs., 1.65 to 1.80. Velvets (Black), 35 yds. 22 in., \$9 to 9.75; Taffachelass \$2.40 to 2.90. Cotton Yarn, Nos. 16 to 24, \$38.25 to 39.25 per picul; Nos. 28 to 32, \$40.50 to 41.50; Nos. 38 to 42, \$44 to 47. Camlets SS assorted (Black), \$14.50 to 15 per piece; do. Scarlet, \$18 to 18.50; Lastings, \$12 to 14.

HIOGO-OSAKA.—Although the advanced season should have led at least to the beginning of a better business for imports generally it had remained, on the contrary, very dull, and nearly all prices were again lower. Towards the close, however, an active demand for Grey Shirtings, 8½ lbs., had sprung up, causing a fair business at improved rates, and the article closed firm, with still improving tendency; 7 lbs. were neglected. Cotton Yarns, in all numbers, remained dull, and prices had further declined. For Black Velvets there was a better feeling at the close, and rates were higher. Woollens and Woollen Mixtures were still very much neglected.

HANKOW.—Business during the fortnight had been on rather an improved scale, the chief transactions being in 8½ lb. Grey Shirtings, Drills, and Long Ells. Grey Shirtings: 8½ lbs. had advanced about two candareens per piece, at which a moderate business had resulted, but at the close the market was scarcely so firm; 7 lbs., in limited demand at an advance of about three candareens; 10 lbs., without change. White Shirtings: In better request at slightly firmer rates. T-Cloths: Continued inactive, sales of all kinds only amounted to 3,500 pieces; rates unaltered. Drills: Without improvement. Jeans: A limited quantity sold at a decline of from two to seven candareens. Fancy Cottons: Rather more doing at about previous quotations. Woollens and Worsteds: The autumn demand had set in, and Long Ells had been taken freely; Scarlet were five candareens lower, but Assortments without change. Camlets had also been in some request, but rates showed no alteration. Spanish Stripes: Neglected. Figured Orleans: Moderate demand for good qualities at unchanged rates, common kinds not wanted. Lead: Small sales effected at former quotations. Quicksilver: Declined to Tls. 95 to 98 per picul.

SHANGHAI.—Cottons: Business had not been active or general. More hopeful accounts had been received from the Northern markets, but a sudden and severe monetary pressure in native circles had tended greatly to check any disposition to buy, and had interfered much with the ready clearance of goods bought. Some considerable settlements of 8½ lbs. Grey Shirtings, slightly mildewed, were reported, but the transactions in sound goods had not been extensive; 7 lbs. and heavy cloths had not met with much attention. The small stock of White Shirtings was attracting the attention of the dealers; holders were firm for an advance, and little business had resulted. T-Cloths, both Mexican and Common, of all weights, continued very dull. Drills had been taken to a fair extent, but there had been no improvement in prices. Jeans and Sheetings were not much sought after. Fancy Cottons: Dyed Brocades, Damasks, and Velvets had been in good demand, but it was difficult to get covering prices. Some small sales of Blue and White Chintzes were reported at a decline. Cotton Lastings were difficult of sale. Woollens: There had been a fair enquiry for Scarlet Long Ells, which were firmer, the stock being small. Special colours of Camlets had been in demand at good rates, but assorted parcels were quoted lower. Figured Orleans still met with inquiry, but rates were weak. Assorted Plain Orleans were in small supply, and much wanted; Black were very difficult of sale. Crape Lastings had been in good demand. Medium Cloths and Spanish Stripes had been quieter. Metals: A telegram of 17th Sept. from London had been received, quoting L.B. Lead £25, and Iron £14, and this advance had had an immediate and beneficial effect. Lead had advanced here to Tls. 5.50 to 5.52½ for cash, and Tls. 5.55 to 5.57½ for time, and at these rates there were buyers of L.B., and a fair quantity had been turned over. Nail Rod Iron: Little change, importers having shown no disposition to stimulate business by inclining towards easier prices.

FOOCHOW.—Sales had been—T-Cloths, 7 lbs., 500 pieces at \$1.95; Grey Shirtings, 8.4 lbs., 1,100 pieces at \$2.70 to 2.75 per piece; Lead, 1,810 pigs at \$3.00 per picul.

HONG KONG.—The arrivals during the fortnight had been the s.s. Shanghai, Maud, Hector, Bellona, Regalia, and Cawdor Castle, and the P. and O. mail steamer Gwalior, all with full cargoes of manufactured goods for this market. Business in imports had been very quiet throughout, but latterly, owing partly to the inclemency of the weather, there had been few dealers about, and the greatest stagnation prevailed in all departments; but a more serious cause of depression had been the restriction placed upon trade in the Pakhoi district, where hitherto there had been a very large consumption of European fabrics, by the excessive taxation of the native authorities, which had quite discouraged the dealers. The only change worthy of note had been an advance in the better kinds of 8-4 lb. Grey Shirtings, and an upward movement in some classes of Woollens.

CANTON.—Lead: In sympathy with the advance in Hong Kong, holders were asking higher prices, and L.B. was quoted \$7.65 to 7.70, and W.B. \$7.85 to 7.90 per picul. Quicksilver was quoted \$140 to 142, but no sales were reported.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The arrivals with general cargoes are the steamers Diomed and Agamemnon from Liverpool, the steamer Gordon Castle from London, and the

Clementine from Bordeaux. A small business has been done in Grey Goods at the prices ruling at date of our last advices. Importers are not inclined to make further concessions, but buyers are operating cautiously. 39 inch Grey Shirtings: There are a few sellers of 8½ lbs. at \$2.40, but most holders are asking higher prices. 7 lbs. have been in some request at \$2.02½ to 3.05. 6 lbs. continue without enquiry at \$1.82½ to 1.85. 45 inch: Retail sales of 8 lbs. \$2.45 and 9 lbs. at \$2.85. 32 inch T-Cloths: Light weights keep in fair request at \$1.07½ for 4 lbs., \$1.15 for 4½ lbs., \$1.25 for \$1.27½ for 5 lbs. 6 lbs. are quiet at \$1.50 for known chops. 7 lbs. are dull at \$1.70 for ordinary and \$1.90 to 1.92½ for Mexican. Woollens: Camlets are quiet at \$19 to 20 for approved assortments. Lastings have not been asked for. Long Ells 12 lbs. Scarlet are wanted and the market is bare. Scarlet Bombazettes continue without enquiry.

PENANG.—Compared with the previous fortnight there had been rather more business doing in the market, but at a reduction, generally, on last quotations. At the close the market was again quiet, but the downward tendency in prices seemed for the moment to have been arrested.

EXPORTS.

TEA.

YOKOHAMA.—Business had continued on a fair scale, and settlements, amounting to 5,200 piculs, showed an advance of \$1 to 2 on all descriptions. Arrivals were coming in very slowly, and the market closed firm, owing to the scarcity of stocks. The Lake Simcoe sailed on the 12th Sept., the Etta Loring was to sail shortly, and the Clausina and Morro Castle were loading, all for New York. Quotations:—Common, \$22 to 24; good common, \$26 to 28; medium, \$29 to 31; good medium, \$32 to 35; fine, \$36 to 39; finest, \$41 to 45; choice, \$48 upwards per picul.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—A small business only has taken place, settlements being 1,503 chests, 1,724 half-chests at 1s. 1½d. to 1s. 3d. per lb.; 1,923 chests at 11d. to 1s. 1½d. There is very little to say now about the leaf, and the season may also be considered closed here. The quality of Teas being shown is very poor, and we consider prices greatly too high. Judging from present appearances our total export will be quite equal to that of last year, and unless the Shanghai market gives way, probably more. Total export to 30th August, per Customs Returns—1873, 49,602,093 lbs.; 1872, 49,907,859 lbs.; 1871, 5,131,827 lbs.

KIUKIANG.—No local business had been transacted, but shipments of both Blacks and Greens had gone forward steadily to Shanghai on native account.

SHANGHAI.—Black: The market had at last fallen into a state of comparative quietness, but it was too late in the season to correct the evil done by the hurried shipments consequent on receipt of some time since excited telegrams from home, and it would be difficult to get prices down to anything like a level with rates ruling in London. The business for the fortnight had been smaller than usual at this time of the year. Prices, however, were still fairly maintained, though some of the late settlements showed a decline of half to one tael a picul on last mail's rates. Common Teas had been very little dealt in; the bulk of the settlements being at prices ranging from 1s. 1d. to 1s. 3½d. Supplies had been on a moderate scale. Settlements for the fortnight 8,750; re-shipments on owner's account 1,750 chests; stock 25,200 packages. Quotations:—Hohow, common to good 9½d. to 1s. 7½d.; Oonam and Oanfas, common to fair 11d. to 1s. 2d.; Ningchow, fair to good 1s. 2½d. to 1s. 5½d.; Oopack, fair to medium 1s. 2½d. to 1s. 4d. Green: On departure of last English mail the market was rather quiet, more from the want of a proper selection however than from the absence of demand, which continued good for most descriptions on offer, though Moyunes had come in for most attention, arrivals of these kinds having been on a more liberal scale than hitherto this season, and keen competition existed to secure the finest parcels at prices fully up to former values, and differing but little in many instances, from last year's rates at corresponding date. Fychows had met with a good deal of attention at previous rates, but the business in Teenkals showed a marked falling off. Other descriptions had been taken to a fair extent at prices which showed no material change in values.

FOOCHOW.—The business of the week had been on a moderate scale. Congou: Settlements had been 10,900 chests at Tls. 4 to 22½; prices for Teas up to Tls. 16 were unchanged, but above this figure had been taken at firmer rates; arrivals, 4,900 chests. Souchong: Settlements 800 chests at Tls. 10 to 29½; arrivals, 500 chests. Oolong: Some 4,300 half-chests had been received from Formosa, of which about 2,700 were reported settled at prices which had not yet transpired; arrivals (Fochow), 3,200 half-chests. Scented Teas: Settlements 2,600 boxes Scented Orange Pekoe at Tls. 19½ to Tls. 22½, and 500 boxes Scented Caper at Tls. 19 to 20½; arrivals, 4,600 boxes. Flowery Pekoes: No business done; arrivals nil.

AMOY.—Oolongs had been steadily bought, and owing to receipt of telegraphic advices reporting some improvement in the American market, prices had been well maintained at previous rates. The settlements to date had been 94,125 half-chests, leaving an unsold stock of 9,475 half-chests. Congous had been taken to a small extent at reduced figures. To load for New York the vessels Conqueror and John C. Munro were expected, and the steamers Galley of Lorne and Glenfalloch were looked for to take part cargoes. At Formosa there were but few Teas on offer, and prices were considerably dearer. The Autumn crop had not come in, and was not looked for until the end of September.

CANTON.—The transactions during the fortnight, had been on a very limited scale, without any material change in price. Canton District Congous had not been purchased, and the stock remained the same as previously reported. Scented Teas.—Of Pekoes, long leaf sorts, with any merit, had found buyers at full rates, but in the lower grades of these, as well as "new makes," the few settlements had been effected at a very trifling decline. Of Capers, the stock had received little addi-

tion with any attraction, and purchases had been made in common to fair at Taels 13 to 15½, and medium at Taels 18 to 20 per picul, much on a par with previous currency.

SILK.

YOKOHAMA.—A fairly active business had been transacted during the fortnight, settlements amounting to about 700 bales. Prices had been pretty steady for the general run of all round parcels, but large settlements awaiting inspection had slightly stiffened the market: for anything superior higher rates had been paid. Supplies had arrived more freely and the quality of much of the staple was most decidedly improved. Silk Worms' Eggs: Arrivals to date 20,000 cards, against 550,000 cards last season, and as yet the market had not opened. Silk settlements to date 3,500 bales, against 1872-3 6,000, 1871-2 4,500.

SHANGHAI.—Business was resumed immediately after the departure of the last English mail, and during the subsequent week considerable sales were made on the basis of former prices. Latterly, an almost general indisposition to purchase having been shown, transactions had been on a comparatively small scale, and prices had become somewhat easier. Settlements for the fortnight, Chinas 3,000 bales. Total settlements since 1st June, 27,500 bales; against 1872, 33,500 bales; 1871, 33,500 bales. Comparative unsold stock on this market 20th Sept., 1873, 8,500 bales; 1872, 8,000 bales; 1871, 4,500 bales.

CANTON.—A period of considerable activity prevailed immediately after the departure of last English mail, settlements being estimated at nearly 900 bales during the week. No. 4 Tatlee of good quality was most inquired for, and purchases of this description were made at a small advance on prices last quoted. There had since been a cessation of business, and there were no recent transactions to record. Arrivals had been on a limited scale, and the stock was reduced to 3,300 bales, say 1,600 bales Tatlee, 300 bales Loongkong, 200 bales Cunchuck and Lacklow, and 1,200 bales of inferior sorts.

EXCHANGES, & C.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 3½d.	4s. 4d.	4s. 4½d.
Shanghai "	5s. 10½d.	5s. 10½d. to 5s. 11d.	5s. 11d. to 5s. 11½d.
Canton "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Hong Kong "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Macao "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Singapore "	4s. 3½d.	4s. 3½d.	4s. 3½d.
Manila "	4s. 3½d.	4s. 3½d.	4s. 3½d.

MISCELLANEOUS.

	At Shanghai	At Hong Kong
Bills on India	30½	22½
" Hong Kong	26½ to 27 dis.	—
Bar silver	111.3.0	8 prem.
Mexican dollars	71.4.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 47 per cent. premium.
 Hong Kong Gas Company, 46½ per share.
 Hong Kong and Whampoa Dock, 24 per cent. discount.
 China Traders' Insurance Company, \$1,000 premium.
 Hotel Shares, 53 per cent. discount.
 Hong Kong and Macao Steamboat Company, 30 per cent. premium.
 Hong Kong Fire Insurance Company, \$324 premium.
 Union Insurance Society, \$750 premium ex div.
 China and Japan Marine Insurance Company, Tls. 110 per share.
 China Fire Insurance Company, \$25 premium.
 Victoria Fire Insurance Company, \$13 premium.
 Indo-Chinese Sugar Company, \$30 dis.
 Shanghai Steam Navigation Company, 5 per cent. prem.
 Hong Kong Distillery Company, nominal.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, Sept. 17, Beemah.
 At HONG.—From London, Carisbrooke (str.); 15, Trafalgar (str.); from Liverpool, 16, Win. King.
 At SHANGHAI.—From London, Sept. 16, Galley of Lorne (str.); Glenfalloch (str.); 17, Oxfordshire (str.); from New York, 17, Mary Whitridge.
 At HONG KONG and CANTON.—From London, Sept. 23, Bellona (str.); from Cardiff, 14, Sapphire; 23, Maria Rickmers; from London, &c., Glaucus (str.), Olympia (str.), Glenlyon (str.).
 At SINGAPORE.—From London, Sept. 29, Gordon Castle (str.), Nov. 4, Nankin (str.); from Liverpool, Sept. 22, Diomed (str.), Oct. 1, Agamemnon (str.); from Sunderland, Sept. 25, Princess Louise; 30, Sooloo; from Cardiff, Oct. 3, Duncan, McBain Park; 4, Lyra; from Shields, Sept. 30, Mary Nelson, Oct. 1, Killarney; from Bordeaux, 1, Clementine.
 At PENANG.—From Liverpool, Sept. 18, Agamemnon (str.), Oct. 4, Minko (str.); from London, Nov. 5, Nankin (str.).
 At BATAVIA.—From London, previous to Nov. 7, Harrington; from Clyde, County of Forfar.

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 12, Lake Simcoe.
 From SHANGHAI.—For London, Sept. 18, Cassandra (str.); Patroclus (str.).
 From FOOCHOW.—For London, Sept. 22, Lord Macaulay; 23, Ambassador (str.).
 From HONG KONG and CANTON.—For London, Sept. 17, Glendarrock (str.); 13, for Southampton, Indus (str.); for New York, Sir Harry Parkes; 17, Chinaman.

From SINGAPORE.—For London, Sept. 20, Antenor (str.); 29, Ivy; 30, Midlothian (str.); for Southampton, 20, Indus (str.); for Channel, f.o., 27, Johanna and Margaretha; for New York, via Penang, Oct. 1, Invincible; for Boston, Sept. 28, Johanna and Willem.
From PENANG.—For London, Diomed (str.).

VESSELS LOADING.

At YOKOHAMA.—For New York, Motto Castle, Clausino, Etta Loring.
At HIOGO.—For London, Taitsing; for Falmouth, Royal Minstrel; for Europe, Ziba.

At SHANGHAI.—For London, Hector (str.), Trafalgar (str.), Sylvia, Laurel, Northampton, Leucadia; for New York, Glenfalloch (str.), Harlow, Galley of Lorne (str.), John R. Worcester.
At FOOCHOW.—For London, Sirius (str.), Patroclus (str.), Cassandra (str.), Caroline.

At HONG KONG and CANTON.—For London, Star of China; for New York, Doune Castle, Ringleader, Falcon.
At SINGAPORE.—For London, Altair, D. Mc. B. Park, Glendarroch (str.); for Liverpool, Ajace, Petunia; for Glasgow, Princess Louise; for Marseilles, Anglo Saxon; for New York, Marshal Pelissier, Killarney; for Boston, Western Chief.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading; to New York, £3 to £3 5s. per ton.

At HIOGO.—To London, £3 10s. per ton.

At SHANGHAI.—To London, £3 per ton of 50ft.; per steamer, £5 per ton of 40ft.; to New York, per sailing vessel, £3; per steamer, £4 per ton of 40ft.

At FOOCHOW.—To London, sailing vessel, £3; per steamer, £3 10s. to £4 per ton.

At HONG KONG and CANTON.—To London, £3 per ton of 50 feet; to New York, £2 17s. 6d. per ton of 40 feet.

At SINGAPORE.—To London, per steamer, £4 dead weight, £4 15s. measurement; per sailing vessel, £2 15s. dead weight, and £3 5s. light freight; to New York, £3 2s. 6d. dead weight, and £3 15s. pepper.

At PENANG.—To London, about 200 tons of cargo is engaged for the Glendarroch (str.), as follows:—Pepper £5s, tapioca £3 5s.

SHIPS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 9	Queen of the Seas	Samarang	New York
" 10	Esperanza	Singapore	Falmouth
" 11	Mack Near	Cardiff	Hong Kong
" 11	Cantabre	Ilo Ilo	Cork
" 11	Concordia	Batavia	Europe
" 12	Evelyn Wood	Do.	Falmouth
" 12	Aureola	Cardiff	Hong Kong
" 13	Duke of Richmond	Probolingo	Genoa
" 13	Kearsage	Shields	Batavia
" 13	Johanna	Do.	Do.
" 13	Paulista	Singapore	Havre
" 14	Argonaut	Foochow	London
" 14	Contest	Pasaruocang	Falmouth
" 15	Sea Star	Batavia	Rotterdam
" 17	Choice	Rio de Janeiro	Batavia
" 17	Titania	Shanghai	London
" 18	Antoinette	Bordeaux	Batavia
" 18	Clara	Buenos Ayres	Do.
" 18	Racine	Saigon	Rio Janeiro
" 18	John Bramhall (ss)	Rotterdam	Batavia
" 19	Archer	Buenos Ayres	Manila
" 19	Moses Day	Cardiff	Hong Kong
" 19	Labrador	Shields	Do.
" 20	Northern Empire	Batavia	Amsterdam
" 20	Emilia Seconda	Buenos Ayres	Batavia
" 22	Amelia	Montevideo	Batavia
" 22	Guam	Sunderland	Singapore
" 23	Hernon	Blyth	Do.
" 23	Elena	Liverpool	Cebu

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 6, at Falmouth, from Rangoon, Vice-Admiral Tegethoff; 7, at London, from Hong Kong, James Shephard; 8, from Ilo Ilo, &c., Portland; from China, Singapore, &c. (via S.C.), Ajax (str.); 7, at Plymouth, from Akyah, Richard M' Manus; —, at Boston, from Singapore, Escort; 9, at London, from Shanghai, Antenor (str.).

DEPARTURES.—Nov. 6, from London, for Colombo, &c. (via S.C.), Viceroy (str.); 4, from Cardiff, for Singapore, Anico Doge; for Galle, Sweet Home; 5, from Blyth, for Singapore, Meridian; 6, from Newcastle, for Galle, Dorothea; from Sunderland, for Singapore, Argo; 7, from London, for Singapore, China, &c. (via S.C.), Braemar Castle (str.); 8, for Colombo, &c. (via S.C.), Woosung (str.); 7, from Cardiff, for Manila, Maria Fidelia; 6, from Penarth, for Yokohama, Westminster; from Shields, for Galle, Admiral; 3, from Cronstadt, for River Amoor, St. Thomas.

CASUALTIES.—A telegram from Galle, Nov. 6, announces that the St. Mungo, from Dundee to Galle, was burnt Sept. 14th; crew at Mauritius. [This is reported by letter from the master, dated Oct. 17th.] Rotterdam, Nov. 5th, the Wyk-aan-Zee, de Looper, which arrived at Texel 2nd, from Macassar, encountered heavy weather off the Cape, and sustained some damage. Kiel, Oct. 31st.—The Jurgin, Ulderup, which arrived at Hong Kong, Sept. 18, from Newchwang, encountered a heavy typhoon on Sept. 12th and 13th, in lat. 26 N., lon. 121 E., during which she sustained slight damage to bulwarks.—Kobe, Higo, Sept. 12. The Admiral (Amer. brigant.), Perkins, from Yokohama to this port, drove

ashore Aug. 30, in Singo Bay, on the South coast; a survey has been held, and the vessel recommended to be sold; of the cargo, railway iron and merchandise, some is broken, and all more or less damaged by sea water. The following despatch was received at New York, Oct. 23rd:—Brig Rolling Wave, lost on the coast of South Siberia, all hands saved; letters coming. [The Rolling Wave, Hall, sailed from Kobe, Aug. 18th for Chefoo.] Amsterdam, Nov. 6.—The Padang Packet, Moudt, which arrived at St. Helena, Oct. 10th, from Padang, reported having encountered severe weather, during which she received some damage.—Blackwall, Nov. 9th, 2.37 P.M.—The Ajax (str.), from China, ran athwart the Keldo (str.) in Bugsby's Reach, yesterday, damaging the Keldo's bow, the latter was put ashore leaky.

MISCELLANEOUS.—Copenhagen, Nov. 3.—The Torstenskjold (ship), of this port, from Cronstadt to the Amoor, with a general cargo, grounded, Nov. 1, on the Middelgrund, but got off yesterday morning; she will proceed at once, having apparently sustained no damage. Madrid, Nov. 4 (Evening.) At Port Said, Nov. 7, Sultan (str.) from London for Colombo.

LAID ON.—At London, for Colombo, &c. (via S.C.), Almora (str.), Mecca (str.).

STEAMER PASSED THE SUEZ CANAL.—Nov. 7, Ichang, from Liverpool, for Shanghai.

SPOKEN.—Templar, Manila to New York, 23 S, 2 E, 105 days out; Cornelis Wernard Eduard, Rotterdam to Batavia, Sept. 25, 21 S, 30 W; Nyassa, of Montrose, for Singapore, Oct. 14; Schleswig Bride, Plymouth to Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BARBER.—On the 3rd Nov., at 9, Manor-gardens, the wife of I. S. Barber, late of Yokohama, of a daughter.
BARTON.—On the 16th Sept., at Shanghai, on board the Water Witch, Mrs. Barton, of a daughter.
BEYER.—On the 13th Sept., at Hong Kong, Mrs. Ludwig Beyer, of a son.
CARVALHO.—On the 8th Sept., at Higo, Mrs. G. M. Carvalho, of a daughter.
DEWHURST.—On the 7th Nov., at Lancaster-gate, the wife of George B. Dewhurst, of a son.
EVERALL.—On the 16th Sept., at Shanghai, Mrs. Henry Everall, of a son.
HART.—On the 1st Nov., at Sandford Lodge, Loudoun-road, St. John's-wood, the wife of I. W. Hart, C.E., of Higo, of a son.
HIRTH.—On the 20th Sept., at Canton, Mrs. Hirth, of a son.
LITTLE.—On the 15th Sept., at Shanghai, the wife of L. S. Little, M.D., of a son.
MACAULAY.—On the 27th Oct., at Lee, Kent, the wife of William Macaulay, P. and Q. Company's Service, of a daughter.
MARTIN.—On the 6th Nov., at St. John's-park, Blackheath, the wife of William Martin of a daughter.
NIEHMANN.—On the 5th Nov., at 2, Sydenham-rise, Forest hill, the wife of Adolf Niehmman, of a daughter.
REIJNVAAAN.—On the 15th Sept., at No. 12, Bund, Yokohama, Mrs. J. M. Reijnvaan, of a daughter.
STOCKHAUSEN.—On the 25th Sept., at Hong Kong, the wife of F. W. G. von Stockhausen, of a son.
THOMAS.—On the 18th Sept., at Shanghai, the wife of the Rev. James Thomas, of a daughter.

MARRIAGES.

COARE.—SMITH.—On the 30th Oct., at Holy Trinity Church, Fatcham, by the Rev. R. H. Rustace, M.A., rector of Sampford, assisted by the Rev. W. S. Dunergue, M.A., vicar of Fatcham, Frederick William Coare, of Canton, son of the late Lieut. George, 1st Royal Dragoons, to Mary Agnes, eldest daughter of the Rev. F. Smith, B.A., vicar of Holy Trinity, Fatcham. No cards.
DANSEY.—GIFFORD.—On the 6th Nov., at St. Mary's, Berkeley, by the Rev. J. H. Saple, uncle of the bride, assisted by the Rev. J. Stackhouse, E.M. Dansey, 1st Lieut. Guards, to the Hon. Eleanor Gifford, fifth daughter of the late Lord Gifford.
DUNN.—HUNTER.—On the 7th Oct., at Newport, Rhode Island, U.S., by the Rev. J. P. White, D.D., Thomas Dunn, of Foochow, to Kate, daughter of Capt. Charles Hunter, U.S.N.
KUNH.—HORAWITZ.—On the 17th Sept., at No. 166, Yokohama, by L. Weintraub, officiating chaplain, and in the presence of Government officials, M. M. Kulin, of Yokohama, to Bertha, only daughter of Mr. S. Horawitz, of Yokohama.
SEDOVIC.—HURST.—On the 1st Nov., at St. John the Evangelist's, Westminster, by the Rev. A. G. Warner, M.A., assisted by the Rev. R. W. Wolsey, M.A., Francis William Sedovic, of Bombay, to Eliza, only daughter of the late James Upton Hurst, of the Oriental Bank Corporation. No cards.
WHIT.—HEWITT.—On the 30th Oct., at Christ Church, Clifton, by the Rev. Augustus Cooper, M.A., assisted by the Rev. Flavel Cook, B.A., incumbent of Christ Church, to Louisa Emily, widow of the late Thomas Hewitt, Lieut. R.M.D.L., and daughter of the late Capt. Forbes, 17th Regiment.

DEATHS.

BROOKE.—On the 10th Oct., between Galle and Aden, on board the s.s. Helaspes, Henry James Brooke, eldest son of the Rajah of Sarawak, aged one year and seven months.
BROOKE.—On the 17th Oct., on board the s.s. Hydaspes, between Aden and Suaz, Clayton Charles Brooke, youngest son of the Rajah of Sarawak, aged one year and seven months.
BROOKE.—On the 17th Oct., between Aden and Suaz, on board the s.s. Hydaspes, Glita, only daughter of the Rajah of Sarawak, aged three years.
BESSITT.—On the 14th Sept., at the Yokohama General Hospital, Salvatore Bessitt, a native of Malta, aged 55 years, of consumption.
D'HOMBRES.—On the 5th Nov., at Boulogne-sur-Mer, Mathieu d'Hombres, elder of the late Sir Richard Outley, formerly Chief Justice of Ceylon.
DUNKIN.—On the 31st Oct., at Foochow, China, Capt. Thomas Dunkin, R.N.R., of 17 Argyll-road, Kensington, aged 36.
FORWOOD.—On the 4th Nov., aged 36, Lucy, wife of Arthur R. Forwood, of The Priory, Woolton-hill, Liverpool, and eldest daughter of the late Simon Crofield, of Liverpool.
KEY.—On the 1st Nov., at Kreuznach, Germany, Mrs. Binny Key, widow of Dr. Harcourt, 11th Light Dragoons, and of John Binny Key, Director Oriental Bank Corporation.
MANTELL.—On the 13th Sept., at Shanghai, John Mantell, late manager of Gobe's Wharf, aged 45 years.
MOSES.—On the 26th Sept., at Singapore, Michael J. Moses.
PADDLE.—On the 4th Nov., at Low-road, Ann Guinck, wife of Isaac Paddle, master mariner, aged 57.
STORY.—On the 1st Oct., at Singapore, James Story, son of the late George Story, of Carlisle, aged 36 years.
WILKIE.—On the 9th Sept., at his residence, No. 24, Bluff, Yokohama, John D. Wilkie, aged 33 years.

A STEAMER of about 1,100 tons was launched from the yard of Messrs. Bowdler, Chaffer, and Co., at Seacombe on the Mersey. This steamer was named the *Hockung*, and is intended for the coast line. She is fitting under the superintendence of Capt. Crockett, and will be despatched about the end of the year by Messrs. Matheson and Co.

The Latest Telegrams and Mails, see page 751.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £3 2s. per annum.

JAMES WEST, PUBLISHER.

2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 10, 1873.

THE DUTCH IN SUMATRA.

The policy pursued by the present administration in dealing with our Eastern Colonies, and with all those branches of our commerce comprehensively summed up in the term "China Trade," is a subject which we have repeatedly weighed in the balance, and in almost every instance been forced to condemn. The existing Government ever since it charged itself with the responsibilities of office seems to have come to the conclusion that British interests in the Far East might be left to their own devices; that our commerce in the China seas, which our merchants by many years of untiring energy, enterprise, and perseverance, had built up to enormous proportions, and which successive administrations at home had made it their business to encourage, foster, and protect with a studious and enlightened care, would maintain its position uninjured, however much the Foreign and Colonial-offices might neglect it; in spite of the abolition of solemnly-ratified Treaty engagements; and even though British prestige were allowed to dwindle, and no action were in future taken to check the hostile opposition of native potentates, or the eager encroachments of rival European Powers. These are melancholy inferences to draw, but we are compelled to adopt them when we review our national policy in the East during the past five years, and we fear that the movements of the Dutch in Atchin, and the final issue of their operations in that country—an issue which it requires no prophet to foretell—will furnish us with a new illustration of the unwisdom invariably displayed by our Cabinet when questions affecting our colonies and commerce in the East are submitted to its consideration.

However much we may differ on some points from the views on this subject which have been put forward by *The Times*, that journal is at any rate correct in saying, "The Dutch were forbidden by Treaty (1824) to indulge in the luxury of annexation. This arrangement was rescinded on their surrendering to us their forts on the Gold Coast, together with the legacy of a war with Ashantee." The military importance and commercial advantages of these Gold Coast forts it is no province of ours to discuss; to us they appear entirely insignificant—of a value which will not for a moment bear comparison with the securities against territorial disturbances and interference with the free and regular course of trade which the Treaty of 1824 provided for us, a Treaty which has hastily and inconsiderately been torn up, but which its framers made great sacrifices and concessions to obtain. It is by the Treaty to which we have referred—as our readers already well know—that our general policy in the eastern seas, and our relations with the Dutch there, were regulated; under that contract we abandoned our possessions in Sumatra, agreeing to form no fresh settlements in that island, and not to enter into any treaties with the native Rajahs there. To carry these engagements better into effect we annulled the Treaty which we had ratified in 1819 with the Sultan of Atchin, the Dutch on their part being restrained from any fresh conquests, and therefore bound to respect the independence of our late ally.

Our own representatives when they concluded the compact appended thereto a formal note, in which they declare themselves "sincerely pleased at the solemn disavowal on the part of the Netherlands of designs at political supremacy and commercial monopoly," and adds that "hence-

"forward there will be no rivalry between the English and Dutch in the East, except for the more effectual establishment of principles of liberal policy." Such are the leading features of the treaty of 1824, and it is as well to keep them clearly before our eyes, in order that we may appreciate what it really is that our present Administration consented to forego when they ignored the mighty interests of our Eastern commerce, and preferred—as it would seem from sheer lack of information on the subject—a costly and unhealthy strip of West African coast. The writer in *The Times* observes that "the steady-going people of Holland were probably as much surprised as ourselves when they discovered that the concession of full powers to conquer and civilise in Sumatra had committed them to a little war," and that "neither glory nor gain is to be gathered from the expedition." It is rash to hazard such assertions as these.

The secret history of the negotiations which ended in the Gold Coast concession, and the abrogation of the Treaty of 1824, will probable never come to light; but, if English statesmen are blind to our interests in the East, Holland, at any rate, makes the development of her Eastern dependencies pre-eminently her care; and so far from being "surprised" when she found herself at war with Atchin—so far from supposing that "no gain is to be gathered from the expedition," her rulers doubtless knew from the outset of the negotiations the ends which it was their design to secure. Atchin is not quite so easy to subdue as they anticipated that it would be, but nothing can have given them greater satisfaction than the abrogation of the Treaty which was the sole impediment to the establishment of their supremacy all over Sumatra, for they will treat that island as they have treated Java, establishing a trade monopoly there to the enrichment of their own merchants and to the detriment of ours. An ounce of fact is sometimes worth a ton of conjecture. The Netherlands Government prove what they all along had in view by picking a quarrel and invading Atchin the moment all restraints had been withdrawn. Atchin has always been an important place; it contains a good harbour, and is the point where communication between the Malay Archipelago and the Continent of India (for the sea is there only 750 miles across) can be most easily carried on. To this fact probably is due the prosperity which the town attained in the 17th century. Circumstances, however, have altered since then, navigation has improved, traffic has altered her channels, and now it is as the chief centre of the Sumatran pepper trade that importance attaches to Atchin. The pepper raised by the native growers finds a ready sale at Penang. Thus the merchants in that settlement derive from Sumatra a staple and profitable article of commerce, and the good prices which they readily give for the product stimulates the islanders to extend its cultivation.

This branch of commerce the Dutch will not be slow to extinguish. When they have compelled the Atchinese to sue for peace there can be no doubt as to their future course. The next is, "annexed," said the Yankee, referring to Texas, and we may say the same with regard to Atchin. Sumatra is doomed to be absorbed entirely into the dominions of the Dutch; it will experience the fate of Java, and be turned to the same profitable account. Prohibitive duties and other measures will establish a monopoly in the pepper trade there, and thus a serious blow will have been struck at the prosperity of Penang. All that the Dutch aimed at and intended, in 1824, was this, and far more than this, they intend and aim at now; and our yielding policy at the present day gives them much greater facilities for carrying the designs into effect. Well, here is what their Plenipotentiaries added when they concluded the Treaty of 1824. "We do not see any difficulty as to the hospitable reception of British vessels and subjects at Atchin, and our Government will regulate its relations with Atchin so as to offer both sailor and merchant constant security there." That is all. That is what they were willing to concede to us then, in days when we ourselves were strong and they comparatively weak. Let us, therefore, still count upon "hospitable reception" and "constant security" for our ships and traders when they visit Atchin, but let us not delude ourselves with the belief that our trade will not be damnified, or blink our eyes to the fact

that, while our Government has encumbered itself with an expensive and inglorious war, it has also—with the “light heart” of an OLLIVIER—taken a step in relation to our Eastern commerce of which sufficiently serious consequences are obvious now, and which may one day bring other consequences yet more serious, though less apparent, in its train.

Since the above article was written we have received a Parliamentary paper containing the Treaty of 1824, and other papers connected, which we give in our present issue. They will be found useful for reference while the war between the Dutch and the Sultan of Atchin continues.

A TELEGRAM reaches us from Madrid that intelligence had been received from Manila of the seizure of two German merchant vessels by a Spanish war vessel. The vessels were said to have on board rifles for the rebels. The telegram adds, “This news has caused a considerable sensation here, on account of the projects respecting the Philippine Islands, attributed by the Spanish press to the German Government at the beginning of the present year. The Germans now number one-fifth of the white population of the Philippines.

We learn by telegram that Sir HARRY ORD left Singapore by the French mail steamer which is due here on the 1st December. His successor in the Governorship of the Straits Settlements, Sir ANDREW CLARKE, has, we also learn, arrived in the Colony, and has been sworn in as Governor.

We understand that Mr. WADE, C.B., our present Minister at Peking, is expected home with Mrs. WADE and family early next year.

We understand that Doctor AYRES, late of the Medical Service in Assam, has been appointed Colonial Surgeon at Hong Kong, in place of Doctor MCCOY, deceased.

PROGRAMME FOR THE FOUNDATION OF AN ORIENTAL MUSEUM IN VIENNA.

We have received the programme of a proposed Oriental Museum in Vienna, which we gladly recommend to the notice of our readers:—

The “Committee for the East and Eastern Asia” has undertaken the task of directing its particular attention to the exhibitions of the East and Eastern Asia, and carefully to examine and study the same, in order, as occasion may permit, to employ the knowledge and experience thus obtained in promoting the industrial and economical purposes of the Empire. At the same time the Committee will support visits to the Exhibitions of countries in various directions, and in the same way negotiate for intercourse and traffic. If this last part of the task cannot, through the Committee, be fulfilled in the expected way, still it is possible to carry the first and most important part to complete success. The study of Oriental and East Asian Exhibitions is strongly urged upon the Committee from several quarters. The Committee has, partly through publications in different journals, partly through the distribution of pamphlets to the Courts, the Cabinet, to clubs, institutes, &c., awakened a great interest in the East and Eastern Asia, and shown how important these countries are for the purposes of trade and commerce.

The Committee has not confined itself to these studies, and to the propagation of known results, but it has for a long time had in view the acquisition of a collection, the presentation of which, in several respects, seems to be urgently required. The efforts made in this direction were accompanied by the best results; and partly by presents, and partly by exchange or purchase, there has come into the possession of the Committee most of the Oriental and East Asian division of the World's Exhibition. The Committee are united in the wish to find some means to push forward and perfect the work already commenced, and to exercise a beneficial influence in the development of direct trade relations between Austria and the East. With these ideas the Committee has resolved to constitute themselves a permanent association for the promotion of trade relations with Eastern countries. A knowledge of the productions and articles of consumption in those countries will be promulgated, and new relations with them will be extended. One of the principal tasks of the new Association will be to enable those countries to examine and try the productions and fabrics of Austria, and in return to send their own productions, and thus foster direct relations between these countries. In the museum will be concentrated the means of studying the trading localities and industrial statistics of the East; a library will be established; there will be a special department for commercial information, with the view of showing the requirements of trade. All notable phenomena of life in Eastern countries—jurisdiction, means of communication, and finance—will receive the fullest attention. With this object in

view reliable correspondents will be secured in the necessary localities. Facilities will also be given for expositions and discussions. In pursuance of these resolves the Committee has appointed a smaller committee of seven, who will carry out the introductory work. With this committee rests the further acquisition of collections, the preparation of rules, and the election of new members, as well as the taking of all other necessary steps.

THE VIENNA EXHIBITION.

From the Vienna newspapers we learn that the Chinese Commission, respecting which we presume our readers in China are glad to hear any news, has been received in audience during the past week by H.I. and R.H. Archduke Rainer, by the Grand Duke of Tuscany, the Grand Duke of Modena, the Minister of Commerce, and the Crown Prince of Hanover. Among the guests invited to the British Embassy to meet H.R.H. the Duke of Edinburgh, during H.R.H.'s stay at Vienna, we also observe the names of Mr. Bowra and Mr. Hannen, members of the Customs Commission.

We are informed that the Commission are about to give a grand entertainment at Vienna, in acknowledgment of the many hospitalities and courtesies which have been shown to them during the term of the Exhibition.

None of the silks sent by China to the Vienna Exhibition appear to have found a market there. The price of Chinese silks, even when reduced to the lowest limit, is still so high in comparison with the best European fabrics that we do not wonder at their remaining unsold. At the same time it must be remembered that these silks have been exposed for six months to all the blinding dazzling glare and destructive dust of a summer in Vienna; they are, consequently, damaged and spoilt in colour and appearance. They could no doubt have been sold during the summer, could they have been taken away by the purchasers as soon as bought. But this was obviously impossible, as it would have left the Chinese Exhibition bare; and so we now see these silks advertised for sale at no doubt greatly reduced prices.

The members of the Chinese Customs' Commission for the Universal Exhibition, Messrs. Hannen, Drew, Detring, Bowra, and Cartwright, were honoured with a private audience of H.I.M. the Emperor of Austria on the 4th inst. His Majesty expressed himself as much pleased with the Chinese collection, which had greatly interested him, and part of which he was glad to learn was to remain in the Museums of the Austrian capital. The Commission was introduced by H.E. Baron von Culice, Austro-Hungarian Minister to China and Japan, and was received in the Audience Chamber of the Old Palace in the city.

HONOURS BESTOWED.

The official *Gazette* has published the list of honorary titles that have been bestowed upon the officers connected with the different departments of the Exhibition. We are glad to notice that the labours of the Chinese Commission are duly appreciated by the conferring of honorary titles on each of its members. Out of an aggregate of forty Orders of the Iron Crown bestowed in connection with the Exhibition, two are awarded to members of the Chinese Commission. Mr. Hannen, the senior member, receives one, and Mr. Bowra another. In Mr. Hannen's case we shall not be thought to underrate the importance of the services he has rendered, if we regard the dignity conferred upon him not merely in the light of a recognition of his individual merits, but also as a delicate compliment paid to the Customs Service of China as a body.

The senior member of the Commission is the immediate and direct representative of the interests which the Commission represents in its totality, and we offer both our own congratulations therefore equally to the Chinese Foreign Customs Service for the distinction conferred upon it in the person of Mr. Hannen, its official representative, and to that gentleman himself in his private capacity. Mr. Bowra, to whose untiring zeal and energy, at the commencement of the undertaking, the public is largely indebted for the interesting display of the industrial and natural products of China presented to their notice, receives a similar order to that conferred on Mr. Hannen, while his *confrères*, Messrs. Drew, Cartwright, and Detring, are also rewarded with the Order of Francis Joseph. Our readers will be better able to appreciate the significance of these orders when we inform them that the Order of the Iron Crown confers hereditary nobility in Austria, and is bestowed only on gentlemen holding the relative rank of Consuls-General, while that of Francis Joseph is given only to those holding the relative rank of Consul. We may in conclusion congratulate Mr. Hart on the able manner in which his officers have performed their duties, and we can assure those gentlemen that not the least pleasing impressions that visitors to Vienna will carry away with them are the reminiscences of the Chinese Court in the Exhibition of 1873.

We are glad to find that the announcement in our issue of October 24, as regards the collection of Mr. von Overbeck, at the Vienna Exhibition, was incorrect. The following medals have been awarded by the jury to his collection and to those under his charge:—Three medals of progress, ten medals of merit, and one medal for artistic display; also six diplomas of honourable mention.]

Miscellaneous.

THE "SPURIOUS TEA" AGITATION.

The current number of the magazine entitled *Food, Water, and Air* contains an article by Dr. Hassell on the adulteration of tea. The article is devoted to the examination of one particular kind of tea—namely, caper; and it states that this, though resembling outwardly a black tea, has more the properties of a green tea. There are two descriptions of it in the market—namely, Canton and Foochow caper, the latter being considered the best. It is usually scented, and is for the most part used for mixing with other teas. It is never, we believe, used by itself in England out of the northern portions of the midland counties, where it is occasionally taken unmixed. The great bulk of the caper imported is used in the manufacturing districts, and a little is used also in the west of England. The proportion employed in mixing varies from one-fourth to one-half, and in Lancashire even more in some instances. In London caper is very little used. The samples, the results of the rigid analyses of which are given in the report, were obtained from brokers and merchants. Most of them came from different ships, and therefore they represent large bulks of tea, and the twenty samples tested were taken just as they came to hand, and without selection. Of the twenty teas analysed, one only was found to be genuine, and that was the Foochow caper; the other nineteen samples were adulterated. All these were faced with plumbago or blacklead, contained lie-tea, iron filings, sand, and fragments of quartz in variable quantities. But we must here pause to describe what is meant by the term "lie-tea." This name has been very candidly given the article by the Chinese themselves, for it consists not of the leaves, but of tea dust or the dust of leaves not tea, sand, frequently iron filings, made up with gum or starch into little masses, faced with plumbago, in imitation of caper, or with Prussian blue and turmeric in imitation of gunpowder teas. The quantities of iron filings met with in the twenty teas varied from 0.06 to 5.86 per cent. of the tea, the sand, from 2.09 to 12.83, and the ash of the lie-tree from 13.05 to no less than 52.92 per cent. in place of about 5 per cent. present in genuine tea. The extractive matter of genuine green tea being about 40 per cent., that of the adulterated teas ranged from 26.69 to 37.94. The theine, one of the principal constituents of tea, present in green tea in the proportion of about 3 per cent., was in nearly all cases deficient, and in one instance as low as 0.82 per cent. It is thus seen that the practice of adulterating this description of tea in a very scandalous manner is very common. No doubt many of the samples were of inferior quality, yet the prices at which the different samples were offered for sale varied as much as 300 to 400 per cent., without, however, any corresponding differences of quality being, as a rule, observable. From the small quantities of iron filings met with in some of the teas it is obvious that they are added in many cases not for the sake of bulk, or weight, but for a purpose to be mentioned hereafter, although in some instances the amount was so considerable as to add materially to the weight of the tea. The sand and particles of stone, consisting mostly of quartz, were doubtless added solely for the purpose of increasing the weight. One of the samples of tea examined contained nearly 6 per cent. of iron filings. Now, since tea contains naturally a large quantity of tanning, there are thus brought together the two chief constituents which enter into the composition of ink, and by appropriate treatment a bottle of ink was made from the tea in question, and of which the article we are now noticing was in part written. What has thus been accomplished in the laboratory it is not impossible may arise in the human stomach into which largely adulterated iron-filing tea has been received. The object of the Chinese in adding iron-filings to tea is now, therefore, apparent. The iron, slowly dissolved by the acid of the tea, forms tannate of iron, and the colour of the infusion made with such tea becomes thereby darkened. It is, then, to prepare a tea which will furnish a dark solution, so greatly preferred by many people, that the Chinese have been led to make the addition in question.

The City Commissioners of Sewers have discussed the report of the Sanitary Committee on the subject of spurious tea, in which they recommended that the Commission, as the local authority for the City under the Adulteration Act, should take such steps as they might be advised to induce the Government to introduce a Bill into Parliament early next Session, containing such provisions as would empower all local authorities throughout the kingdom to examine, on board ship and elsewhere in their respective districts, and, if necessary, to seize, such teas as, in the judgment of their duly authorised officers, were adulterated, and unfit for human food, and to destroy such as should be legally condemned. Mr. Deputy Kelday, in moving the adoption of the report, said there could be no question that a large quantity of spurious tea was brought into this country and placed in bond, where it was out of the control and beyond the reach of that Court, and that from time to time it was sold and distributed very largely all over the country. It was, therefore, very advisable that such importation should be restrained and prevented, and the Commissioners sought power to examine the tea before it went into bond, and, if they found it adulterated, to seize and destroy it. He repudiated the suggestion that the spurious tea, when discovered, should be allowed to be re-imported elsewhere. The motion was strongly supported by Mr. Deputy Hora, Mr. Alderman Lawrence, M.P., Mr. Bowring, Mr. Richards, Mr. Bedford, and other members, who condemned the practice of the Government receiving the duty on poisonous material, such as the alleged tea. Mr. Hewitt expressed his belief that, in consequence of the exertions of the Commission, there was now scarcely any market for the rubbish, and that, under these circumstances, the trade in it would soon cease. The report, in the result, was adopted.

In a letter to *The Times*, on the subject of Indian Tea, "G. W. C." says: "If the retailers really want to be protected from the adulterated rubbish which our British brokers have taught our Chinese brethren to manufacture by their constant requirements of a cheaper tea with a darker water, let them send direct to any of our large Himalayan tea plantations, where the science of adulteration is as yet unknown, and whence alone, with any certainty, can pure teas be obtained; for to

such an extent is adulteration now carried on in China that the Central Asian merchants, who used to buy up all the best teas of the best plantations in China, for their own and the Russian trade, have been driven to these Himalayan plantations to get what they used to get from China, viz., tea fit for those who appreciate pure tea to drink." In support of this assertion a letter appears from Mr. A. Campbell, late Superintendent of Darjeeling, in which it is stated that unless people turn their attention to the Indian market for teas, the Russian and Central Asian demand will soon absorb the supply. In proof of this the correspondent states that by the last mail he heard from Nynce Tal that Cashmeri and Thibetan merchants had purchased the whole season's produce of the tea plantation in the neighbourhood at 14 annas, or 1s. 10d. per lb. all round, and that next year's crop was bespoken.

THE WRECK OF THE STEAMER "SINGAPORE."

An official inquiry, instituted by direction of the Board of Trade, was commenced at the Greenwich Police-court on the 4th inst., before Mr. Patteson, magistrate, and Captain Harris and Forster, nautical assessors, into the circumstances attending the loss of the iron screw steamer *Singapore* and sixteen lives while on a voyage from Shanghai to London. The inquiry was conducted by Mr. Hamel, the owners of the vessel being represented by Mr. C. J. Cottingham, barrister. The Rev. J. Marchant, of Kennington, father of the chief officer who was among those drowned, was also present during the inquiry.

Mr. Hamel, in opening the proceedings, said that the wreck of the vessel occurred at ten minutes after twelve on the morning of the 19th July, about twelve miles south of Cape Guardafui, on the east coast of Africa. The vessel soon became a total wreck, and out of the sixteen lives that were lost while endeavouring to escape to the shore were the master, his three mates, and the chief and the second engineers. There was, therefore, no certificate to deal with, and although the conduct of these officers must necessarily come under the notice of the Court, the inquiry would, he apprehended, be more particularly directed to the lamentable sacrifice of human life which resulted from the casualty. One important matter for their consideration would be the inefficiency of the boats, which seemed to have been almost useless by the defective state of the davits, and could not be lowered until two hours and a half of valuable time had been consumed in fruitless endeavours to launch them. Of the three boats which were ultimately lowered one only reached the shore in safety, the others being capsized almost immediately after their departure from the vessel. The steamer was of 1,445 tons register, built on the Tyne in 1870, and had compound engines of the combined power of 200 horses. She was owned by Mr. E. H. Watts, of Gracechurch-street, City (manager), and fifteen other persons, most of whom resided at Newcastle-on-Tyne. She left Shanghai for London on the 19th June with a crew of upwards of forty hands, including her master, Mr. W. Hetherington, and carried several passengers, and a full cargo of tea and sundries. She left Singapore on the 1st July, not touching at Galle, with an additional cargo of Malacca canes and slabs of tin, and took in a large quantity of bunker coal, 200 tons of which were stowed on the deck from the companion aft. Nothing of importance except the occasional stoppage of the engines for repairs appeared to have occurred before noon on the 18th July, when the high land of the east coast of Africa was sighted about three miles off, and her course was steered for Cape Guardafui. At twelve at midnight the course was altered to north half-west, and ten minutes after land was reported right ahead. The helm was ordered to be ported, and the engines to be stopped and reversed, but she struck almost immediately on a coral reef, about 100 yards off the shore. She laid broadside on to the sea, and canted seawards, so that the sea broke over her, and she began to go to pieces. The boats were attempted to be lowered, under the superintendence of the chief officer, but the davits were fouled, and two hours and a half elapsed before two of them could be launched. One of these, with twenty-two hands, reached the shore in safety; but the other was swamped and several lives were lost. The gig was subsequently lowered, and as the ship was breaking up fast the master, officers, engineers, and others, got into her, but, whilst waiting for the rowlocks, which were not in their places, to be procured, she capsized, and the whole of the officers, with the exception of the second and third engineers, were drowned. The survivors were mustered at daylight, and it was ascertained that sixteen of the passengers and crew were missing. The Arabs took charge of the thirty-six survivors, who were destitute, and provided them with food, treating them kindly for forty days, when having guided them through the desert to the coast, they were taken by Her Majesty's ship *Dulhouse* to Aden.

The inquiry is not yet concluded.

THE PACIFIC TELEGRAPH LINE TO CHINA AND JAPAN.

The *New York Herald* states that the United States Government Bureau of Navigation has just received an important and interesting despatch from Commander Belknap, of the Pacific Exploring Expedition. Commander Belknap, it will be remembered, was sent out for the purpose of conducting the great Pacific survey and deep sea researches, with a view to obtaining information for the laying of the proposed Pacific telegraph cable. The despatch in question is sent to Commodore Ammen, Chief of the Bureau of Navigation, and states that the soundings were "very favourable from the Aleutian Islands to Victoria, increasing gradually in depth to 2,530 fathoms in latitude 54 north and longitude 153 west, a distance of 1,100 miles." This telegram was sent from the *Tuscarora*, in which Commander Belknap had just returned to Victoria for coal, after carefully sounding through the deep and before unfathomed caverns of the North Pacific. This intelligence is of the most important nature, and settles the grand and long agitated problem of the feasibility of a Pacific telegraph. When the Atlantic telegraph was first conceived the question arose whether the bed of the Atlantic would afford a suitable place for it to repose; and the discovery of the celebrated submarine telegraphic plate between Ireland and Newfoundland solved the matter, showing that upon such a plate a cable might repose as safely as in a closed and uninterrupted cylinder. The discovery of Commander Belknap, made under direction of the Bureau of Navigation, will do as much for the great Pacific cable intended to bring Yokohama and Peking within speaking distance of New York. No railroad engineer could desire a gentler gradient for

his track than that sounded by Commander Belknap in the deep-sea bed of 2,530 fathoms, in 1,100 miles, or about one mile in 400. The officers of the *Tuscarora*, in working their deep-sea sounding, used Belknap's sounding cup, which gives excellent specimens both of the abyssal water and the bottom mud. They have been using an experimental wire, twenty-two gauge, piano, which in the despatch is said to be "unequalled," and will greatly facilitate other submarine researches yet to be made by the *Tuscarora*.

The P. and O. Company's steamer *Lombardy*, Captain Gillson, has left the Victoria Docks, with a full cargo and about forty passengers, for Bombay, as an extra steamer direct, via the Suez Canal. The *Malacca*, which arrived in the West India Docks on the 3rd, from China with tea, proceeds to Hartlepool to undergo a thorough repair to her engines and have new boilers. On the passage home she was detained by an accident to her shaft. The *Bokhara*, *Poonah*, and *Tanjore* are now in the Victoria Docks, and will be despatched according to the notice in the advertisement in another column.

THE CHOLERA AT SINGAPORE.—The Board of Trade have received through the Secretary of State for the Colonies a copy of a despatch from the Governor of the Straits Settlements, which states that in consequence of the disappearance of cholera from Singapore, clean bills of health will henceforth be granted to steamers passing through that port.

The marriage of Miss Smith, eldest daughter of the Rev. N. Smith, vicar of Holy Trinity, Fareham, near Portsmouth, to Mr. Frederick William Coare, of Canton, excited a good deal of interest last week in the town in which the bride's father ministers. On the bridal party leaving the church after the ceremony, the path was strewn with flowers by the girls of the Sunday-school. The bride and bridegroom leave in a few days for Hong Kong.

Naval and Military.

The following officers, late of the Ceylon Rifles, have been promoted:—Major R. C. Watson, to be lieutenant-colonel (half-pay); Captain C. H. Roddy, to be major (half-pay); Captain T. Gash, to be major (half-pay); Lieut. M. J. Tighe, to be captain (half-pay); Lieut. F. C. Baldwin, to be captain (half-pay); Lieut. F. Coffey, to be captain in the 27th Foot; Lieut. C. W. J. Taylor, to be captain (half-pay); Lieut. J. Quarry, to be captain in the Rifle Brigade.

Assistant-Controller A. W. Downes, who has been promoted to deputy-controller rank, served with the China Expeditionary Force in 1857-59, and was promoted. He was present at the attack on and capture of Canton, for which he received medal with clasp. Commissary H. H. R. Hewitt, who has been promoted to assistant-controller rank, served in the campaigns of 1860 in China, for which he received medal with clasps.

Commander A. E. Kay, whose death at the age of thirty-two, is announced, served in the *Coquette*, 4, in China, from April, 1862, till June, 1864, when he removed into the *Cormorant*, 4, and remained until the spring of 1865.

Lieutenant G. C. H. Parby, of the Royal Horse Artillery, has been promoted to be Captain and appointed to No. 3 Battery, 2nd Brigade, at Hong Kong, vice Dunlop, placed on the supernumerary list, being appointed Superintendent of Police at Singapore.

The Netherlands screw steam sloop *Deli*, three guns, Lieutenant Commander Schwan, from Nieuwediep, has called at Falmouth for a supply of coal, on her voyage to Atchin, via Gibraltar and the Suez Canal.

The German wooden screw frigate *Ancona*, 28, Captain Baron Pleibnitz, from Wilhelmshaven, put into Plymouth Sound on the 5th inst., en route for the China station.

Surgeons William C. Sandys and Alfred N. Kelly have been appointed to the China Station.

THE ATCHINESE TREATIES.

An article appears in *The Times* of this day, on the subject of the Dutch War with Atchin, and referring to the Parliamentary Paper which we publish in the Supplement to our present issue. *The Times* says:—

It will be remembered that our present troubles on the Gold Coast arise out of a Convention recently made with the Dutch, and that this Convention has led to a very similar result to the Dutch themselves. As its immediate sequel, they find themselves engaged in a war with the Sultan of Atchin, a native State in the island of Sumatra. Like ourselves, they have experienced reverses in their first advances, and have been compelled to send out a very considerable expedition in order to vindicate their honour and their interests. Comparatively little attention, however, has been paid to our own previous relations with the Dutch and native settlements in Sumatra, and towards the close of the last Session Lord Stanley of Alderley moved for Correspondence on the subject. This has just been presented to the House of Lords, and furnishes a curious illustration of our old Colonial policy. It appears that in the year 1819 the East India Company did really make a Treaty with the Sultan of Atchin, printed in this Correspondence, of which the first article declared the establishment not merely of perpetual peace and friendship, but of a "defensive alliance," between the British and Atchinese Governments. He granted us free trade with all his ports; he promised to exclude the subjects of every other European Power and all the Americans from a fixed habitation or residence in his dominions, and also engaged not to enter into any negotiations or conclude any Treaty with any Power unless with the knowledge and consent of the British Government. In other words, we gave the Sultan of Atchin a guarantee of the integrity of his dominions, and exacted in return an absolute monopoly of trade with his country. If this strange Treaty were still in force, there is no doubt, as Lord Granville says, that the Sultan might justly appeal to us to repel any invasion of his territory. In point of fact it has never been formally annulled. Lord Granville's reply is simply that both parties

to the Treaty have deliberately violated its provisions, and that, consequently, it has lost all authority. The real answer is, that the Sultan has forfeited all claims against us by himself concluding a Treaty with the Dutch in 1857 in direct contradiction with his engagements under the Treaty of 1819. Lord Granville is thus amply justified in declaring that the Sultan cannot appeal to Great Britain to protect his country against invasion; but it scarcely appears that we should have been able to make so unanswerable a reply if the events now passing had arisen before 1857.

This is an example of our colonial policy in those former times, recalled the other day for our imitation by Lord Grey; and, though we would not for a moment disparage the wisdom of our predecessors in other matters, it will, we think, be admitted that we may improve upon it in this respect. An alliance such as that of 1819 is liable to be understood in a very different sense by a potentate like the Sultan of Atchin and by ourselves. Of course, it would be absurd to deny that such "changed circumstances" as Lord Granville alludes to may justify us in modifying such engagements. But the circumstances under which we act may often be entirely unintelligible to our ally. We have relations with European Powers and obligations to other parts of our Empire of which he can take no account, and we can hardly avoid holding out to him delusive expectations. It is probable that in a very similar manner understandings had grown up between the Dutch and the Natives on the West Coast of Africa, and that our present entanglements are in some measure due to our having inherited such supposed engagements. It would be interesting to know, if it can be known, how many other Treaties like that with Atchin remain uncancelled, though perhaps it may be wise not to stir an inquiry which might lead to inconvenient revelations. But it is clear that the less we enter into engagements which are so liable to misapprehension the better both for us and for native Powers; and this is one of the considerations which render it so extremely difficult to carry out systematically such a policy as is now recommended to us by Lord Grey.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, Nov. 6.—The P. and O. steamer *Ceylon*, with the homeward India and China mails, arrived at 10.30 A.M. and the mail left at 1.50 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, Nov. 3.—The P. and O. steamer *Indus* left at 10 this morning, with the homeward India and China heavy mail, and may be expected at Southampton about the 16th inst.

NEXT INWARD MAIL.—SUZ, Nov. 4.—The Messageries Maritimes steamer *Irawaddy*, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on the 15th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, Nov. 3.—The P. and O. steamer *Tanjore*, arrived to-day with the heavy India, China, and Australian mails, 70 passengers, £472,157 5s. 6d. in specie, and 6,229 packages of cargo.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, Nov. 6.—The P. and O. steamer *Dellii* sailed to-day for Gibraltar, Malta, and Alexandria, with the heavy India and China mails, a full cargo, and 515 boxes of specie, jewellery, &c., value £164,397. She has 72 first and 22 second-class passengers, and 70 proceed by the corresponding steamer from Venice and Brindisi, making a total of 164. After delivering mails, &c., at Alexandria the *Dellii* will go through the Suez Canal to Galle, Madras, and Calcutta. The corresponding Overland mail *via* Brindisi will be despatched from London on Friday, the 14th inst.

OUTWARD MAIL OF SEPT. 26.—HONG KONG, Nov. 6.—The French mail from London, Sept. 26, arrived here to-day.

OUTWARD MAIL OF OCT. 3.—SINGAPORE, Nov. 2.—The P. and O. mail from London, 3rd ult., arrived here to-day.

OUTWARD MAIL OF OCT. 31.—SUZ, Nov. 9.—The P. and O. steamers *Behar* left at midnight on 7th and the *Mirzapore* at 10 A.M. on the 8th inst., with the outward India, China, and Australian mail of 23rd-31st ult., for Bombay and Calcutta respectively.

LATEST TELEGRAMS.

MARKET REPORT.—CHINA.

HONG KONG, Nov. 7.—Market for Cotton Piece-goods and for Woollens quiet; Grey Shirtings, 6½ cattie, 8½ lbs., \$2.52½; Cotton Yarn, 16-24, \$119; T-Cloths, 6 lbs., ordinary, \$1.50; 7 lbs. Mexicans, \$2.02½. Cotton: Fair medium Bengal, \$13. Exchange on London: Bank bill, six m., 4s. 2½d. Foochow tea market higher. Tea freights by steamer, £3. Silk: No. 4 Canton Tsalter, \$415.

SHANGHAI, Nov. 7.—Cotton Piece-goods in better demand and holders asking higher prices; Woollen Goods quiet; Grey Shirtings, 6½ cattie, 8½ lbs., Tls. 1.9.8. T-Cloths, 6 lbs., ordinary, Tls. 1.0.8; 7 lbs. Mexicans, Tls. 1.4.4. Cotton, Shanghai, Tls. 9½. Tea: Market for Green quiet; total export from Shanghai and Yangtze ports for the season—Black 58,000,000 lbs., Green 6,900,000 lbs.; stock of Black 24,000 chests, of Green 106,000 half-chests; freights £3 10s. Silk: Total attestation from 1st June to date 39,500 bales; export since 1st June—to England 24,000 bales, to the Continent 11,000 bales; unsold stock 1,000 bales.

SINGAPORE AND PENANG.

SINGAPORE, Nov. 4.—Less business doing in Manchester goods; Cotton Yarn, 40's, \$120; Grey Shirtings, 39-in., 8½ lbs., \$2.10; 7 lbs., \$2. T-Cloths, 6 lbs., ordinary, \$1.47½. Gambier, \$5.01. Pepper: Black (Singapore), \$15.59; White (Bhio), nominal. Tin (Malacca), \$32½. Coffee (Banthym), \$24. Exchange on London: Bank bills, six m., 4s. 3½d.

PENANG, Nov. 6.—Tin, \$32.50. Pepper: Black, \$15.0½; White \$22. Sugar, No. 1, \$6.50; No. 2, \$4; No. 1 basket, \$2.80. Tapioca, \$1. Cotton Yarn (Mule Twist), 40's, \$120; 30's, \$103. Grey Shirtings, 8½ lbs., \$2.15; T-Cloths, 6 lbs., \$1.50. Exchange on London: Bank bills, six m., 4s. 3½d.

PENANG, Nov. 7.—Market for Tin weak at \$31.90.

Monetary and Commercial.

Tenders were received at the Bank of England on the 5th inst. for £700,000 in bills on India. The minimum price was fixed at 1s. 10d. on all the Presidencies, but the tenders having all been under that figure no allotments were made. The fall in the exchange is thus very serious, and is undoubtedly owing to the large exports of silver to the East by the German Government, in addition to the ordinary mercantile shipments. Rates from Shanghai are now telegraphed as ruling at 5s. 8½d., and Hong Kong at 4s. 2½d. This heavy fall will operate against the outturn of goods shipped to China, Straits, and Java.

At the last meeting of the Chamber of Commerce, Mr. Hugh Mason, the chairman, commented on the fraudulent practices of Manchester people in marking goods what they were not, both in quality and quantity. He alluded to a case which had been before the Courts lately of reels of cotton, marked 100, while they contained only fifty yards; and the manufacturer excused himself on the ground that they were intended for export, and not for home use. He again condemned the sizing in long-cloths, which had caused so much mischief in China. *The Times*, in noticing this, says:—"All Englishmen are proud of the enterprise and energy which have won for Manchester the command of the cotton-market of the world, and we are proportionately ashamed of conduct which must in justice forfeit such a position. It is a grievous thing that such confessions as we have quoted can be made by any English manufacturer; but, if the facts exist, the best course is to let them be publicly known." There is about the same amount of rascality at Manchester as in China in adulterating teas, and fraudulently labelling the chests to contain a "fine" tea instead of a very common quality or rubbish. Let shippers see to it that this silly "custom" is abolished. It will be seen in another column that Dr. Hassall has made a further analysis of stuff called tea, and from the decoction has made ink.

The English system of measurement has been adopted by the International Tonnage Commission sitting at Constantinople. The motion for maintaining the English system of measurement was brought forward by the Dutch delegate, and was supported by all the members of the Commission except the Russian and French delegates, who abstained from voting. The Commissioners adopted the rules laid down in Articles 20 and 21 of the Merchant Shipping Act, 1854, which embody Moorsom's system as the best for ascertaining tonnage capacity.

At a meeting on the 5th inst. of the Chartered Bank of India, Australia, and China, the resolution, passed on the 15th ult., authorising the application for an extension of the bank's charter was confirmed.

The first annual report of the Bank of Alexandria (Limited), to be presented on the 19th inst., shows an available total of £116,104, and recommends a distribution of 17s. 6d. per share, or at the rate of 12 per cent. per annum, leaving £3,258 to be carried forward. This bank was founded in 1872, chiefly by members of leading Greek firms, with a capital of £1,000,000, of which £500,000 is paid up.

At a general board meeting at Liverpool of the Queen Insurance Company, an interim dividend at the rate of 10 per cent. per annum for the half-year ended the 30th of June was declared.

The traffic receipts of the Eastern Telegraph Company for the month of October amounted to £29,229, against £31,405 in the corresponding period of 1872. The Eastern Extension Australasia and China Company's receipts for the month amounted to £17,586.

The dullness in the Manchester Market has rather increased, the advance in the Bank rate to 9 per cent. having induced great caution on the part of buyers. In the absence of the usual demand, producers have abstained from unduly pressing sales, and quotations do not show any material change, but they are to a certain extent nominal, owing to the paucity of sales to fully test prices.

Messrs. J. C. Sillar and Co. have been informed by their correspondents, Messrs. Wolff and Karpeles, of Hamburg, that the damaged tea per steamer *Petersburg* has been redried and offered for sale, but that the attention of the Government has been drawn to it, with a view of preventing it.

A further decline has taken place in Bar Silver, and the price has touched 58½d. per oz. standard. There is but little demand for Mexican Dollars, and the quantity lately on the market has been disposed of at 56½d. per oz., showing a further decline, the price now being the lowest ever known.

The amount of bullion by the P. and O. steamer *Delhi*, which left Southampton Thursday, was—in gold, to Singapore (Batavia), £2,000; in silver, to Singapore, £25,000; to Shanghai, £830. Total, in gold, £2,000; in silver, £25,830.

ARTICLES OF IMPORT.

The Produce Markets generally have been extremely quiet during the week, and with the exception of a slight decline in Coffee, occasioned by increased supplies being placed upon offer, no alteration has occurred in the prices of any article.

TEA.

The Tea market is feeling the effect of the enormous imports, 27,000,000 lbs., during October, mostly per steamer, and now the sailing ships are arriving, 20,000,000 lbs. being due all this month; the uncertainty as to the future of the money market (the current rates now being 8 per cent. to 10 per cent.) also unhinges matters. Fortunately, leading importers refrain from forcing their teas, but there are several pressing sales, and several parcels first crop leaf have been sold at 2d. per lb. under what the counterparts realised per steamer two or three months ago. Previous to the late arrivals of sailing ships with balance of the first crop fine black leaf, a large business was done in Indian leaf, arrivals during October being 2,700,000 lbs., nearly the whole of this large quantity selling at from 1s. 9d. to 2s. 6d. per lb., partly accounts for the decline in black leaf at 1s. 6d. to 2s., the supply of which is known to be under the requirements for the season. The important feature of the past week is the action of the Adulteration Act, which has told seriously on the sale of Scented Tea, chiefly Canton Caper, medium quality of which during August realised 1s. 4d. to 1s. 5d., has been sold this week at public auction, without reserve, at 1½d. to 8½d. per lb., and now that importers are suffering heavy losses it will soon, we are glad to state, put an end to the import of the spurious rubbish received from Canton the past few years. Foochow scented Teas are selling well, owing to their paucity, Caper being in especial request at advanced prices. Greens have further given way (unduly so), and seem to have attracted the attention of speculators; latest sales of Ping Sueys show 1d. to 2d. per lb. decline, the difference between last year's prices at this time averaging 10d. to 1s. per lb. True in Moyune there is a good prospect, as green Tea is still largely consumed in midland and eastern counties, deliveries for October being 992,000 lbs. Indian leaf: With enormous supplies, prices are highly satisfactory on the whole, and this Tea is daily increasing in public estimation. Letters appear daily in *The Times* on the subject of this branch of Indian enterprise, and several writers affirm that the Tea is not sufficiently appreciated, though yet admitting it is chiefly used to improve China Tea, and also state we are likely to have competitors in the Affghans and other countries adjoining North-West India, which will materially influence future supplies.

Messrs. Arthur Capel and Co.'s Circular says:—"The past month has been one of great depression in our market, the heavy arrivals, the cleanness of money, and the working of the Adulteration Act having all combined to induce caution on the part of buyers, and with some pressure to sell both privately and at public auction, prices show a considerable decline on nearly all kinds of Tea. Notwithstanding this decline there has been no revival of demand, and as stocks have accumulated in importers' hands we fear we shall have a quiet market for some time. The stock in the United Kingdom on the 31st ult. was estimated at 85,609,000 lbs., against 82,756,000 lbs. last year; and the quantity afloat (advices by letter) at 26,752,000 lbs., against 30,270,000 lbs. of China Tea, and 1,835,000 lbs., against 565,000 lbs. of India Tea last year.

Congous.—Red-leaf kinds: Siftings were, early in the month, saleable at full prices, but latterly have been less in request. Some old season's broken leaf have sold from 8d. to 9d. per lb., showing ½d. to 1d. per lb. decline. In fair to good common the later sales show a decline of nearly 1d. per lb. Fair Kaisows, from 1s. 1½d. to 1s. 4d., have been better maintained, but in these the reduction has been ½d. per lb. In good to fine business has been moderate, prices ruling slightly in favour of buyers. In finest some few sales have been made at previous rates. Pak Lin kinds have been more in demand, and show some recovery from the lowest point, finest selling better for export. Black-leaf kinds: Common, of old import, have only been saleable at some small decline on last month's prices. Common to fair, of new season, have given way ½d. to 1d. per lb. Fair to good medium, from 1s. 2d. to 1s. 4d., have been difficult of sale at rather lower prices. Good to fine, from 1s. 5d. to 1s. 9d., have been fairly saleable, prices showing no material change. In finest, from 1s. 10d. to 2s. 2d., a moderate business has been done, the few extra fine on offer still command full prices. New-make Canton kinds: Some sales at 11d. to 11½d. per lb. show no change of importance; fair quality, from 1s. 0½d. to 1s. 2d., has latterly been less in demand; good to fine are in fair request. Oolongs: A fair amount of sales have been made at rather better prices, the supplies not coming forward so freely. Souchongs have been much depressed, especially the good medium to fine kinds, and in some cases sales show a decline of fully 2d. to 3d. per lb. Flowery Pekoes remain much as before. In Uncoloured Japans but little has been done, and prices show no alteration. *Scented Teas*: The Adulteration Act has seriously affected the value of Canton Capers, recent sales of which show a marked decline, in many cases fully 2d. to 3d. per lb. for common to fair quality. Foo Chow kinds have been in demand at rather higher prices. Canton Orange Pekoes have been difficult of sale, even at the low rates current. Foo Chow kinds: Common grades have been in larger supply and prices must be quoted lower, say from 1s. 3½d. to 1s. 5½d.; good to fine have only been in limited demand at a decline of about 1d. per lb. *Green Teas*: The market has been much depressed, the large quantity offered, and the fear of the Adulteration Act, has caused great indisposition to buy, and the result has been a continuous decline in the value, Ping Sueys, especially highly coloured invoices, selling at very low prices. Moyune and Tien Kai kinds have been better maintained, but prices of these have been irregular, and all the common to medium kinds have sold lower. Some parcels of Canton Gunpowder have sold as low as 5½d. to 6½d. per lb., showing a marked decline, the Teas being fairly clean.

In public sale Thursday 4,851 packages, just arrived, were disposed of "without reserve." 2,040 chests and half-chests good common to fair black-leaf Congou realised 11½d. to 1s. 0½d. per lb., being lower; 1,397 half-chests red-leaf Congou brought 1s. 0½d. and 1s. 2d. per lb.,

being about current rates. Ping Suey and Moyune Green Teas showed still further depression.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says:—There was much activity in the Silk market during the first three weeks of last month, and considerable business was done, chiefly in China Silk, at somewhat improved rates. Since the upward movement of the bank rate to 8 per cent., however, business has been checked, and operations are now confined to the daily wants of the trade; French politics have further assisted in restricting business so far as Continental orders are concerned. Prices, however, are unchanged, and for good Silk very firm. Common Tsatlees comprise the bulk of the later arrivals, and are difficult to move off. Canton Silk is very flat, and seems to be quite neglected for the time. Japan Silk has sold well, all the later arrivals having been readily taken at full prices. Bengals are still out of favour, and we cannot report any improvement in demand. Deliveries of Silk (especially China) are good.

State of the Silk Warehouses in London, ending Oct. 31.

	Sold Stock.		Unsold Stock.		Delivered in Oct.	
	1873.	1872.	1873.	1872.	1873.	1872.
Bengal	1,731	3,476	3,131	2,953	313	456
China	11,656	10,257	13,246	12,757	3,837	2,710
Japan	2,964	3,812	3,129	3,132	889	707
Canton	3,171	2,505	3,601	5,716	589	724
Chinese Thrown	71	55	119	105	23	13

COFFEE.—There has been a larger supply offered by auction, and with less demand the sales have gone off slowly, and prices of all Plantation sorts are 1s. to 1s. 6d. per cwt. lower. The closing rates for Plantation Ceylon are, triage and ordinary 91s. to 100s. 6d., small 102s. to 104s., low middling 105s. 6d., middling 106s. to 107s. 6d., bold 110s., pea-berry 108s. to 110s. The prices of Native Ceylon and of other descriptions of East India are without alteration.

CAMPOR.—About 150 cases China have been sold during the last few days at 72s. 6d.

HIDES.—There was a good supply of East India kinds at the auctions of Thursday, and the sales went off very flatly, only about one-half being disposed of; light weights generally maintained late rates, while heavy (9 lbs. and over) declined fully ½d. to ¾d. per lb., and a large proportion of these were withdrawn. Singapore and Penang (Ox and Cow sold)—light, average 6 to 7½ lbs., seconds 11½d.; heavy, 8½ to 9½ lbs., seconds, 10½d.; small, 4 to 5½ lbs., seconds, 11½d. All offers of Singapore and Penang Buffalo, amounting to 1,092 Hides, were withdrawn. Of 100 Batavia Buffalo Hides offered 50 sold, average 21½ lbs., at 8½d.

JAPAN WAX.—An offer of 473 cases saucers in public sale was bought in at 62s. per cwt.

PEPPER.—The market remains dull, and but few sales have occurred.

RICE.—The market is quiet, and the demand is confined to the new crop of soft grain, of which there are buyers of Rangoon at 10s. to 10s. 1½d. open charter. A cargo of new Rangoon has been sold for spring shipments at 10s. 1½d. open charter.

SUGAR.—The market continues in the same depressed state as has lately existed, and only small sales have been effected on the spot at previous rates, while floating cargoes have been sold on lower terms. By private contract 300 baskets date Penang have been sold at 16s. 6d.

TIN.—The market continues to present a very quiet aspect, and quotations show a further decline, the current rates being Straits on the spot and afloat £121; Banca, £123 to £124; Billiton, £121 per ton.

	Nov. 1, 1873.		Nov. 1, 1872.		Nov. 1, 1871.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Foreign in London, estimated at	1,881	1,286	920			
Banca in Holland, Warrants	715	1,410	2,840			
Billiton in Holland	550	532	95			
Banca in Trading Company's hands, unsold	4,260	1,022	685			

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

		To Hg. Kg.	Pieces		Lastings and		Pieces other		Spanish		Pieces other	
			Long Ells.	Canklets.	Cape Lastings.		Worsted and Union Stuffs.		Stuffs.		Woollens.	
Shipped to this date during the present year	To Hg. Kg.	18,600	13,070	11,575	36,610	16,777	21,032					
	„ Shanghai	42,340	49,550	15,040	315,992	49,768	31,637					
Total	„ Japan	—	720	1,240	141,279	100	86,409					
		60,940	63,640	27,855	493,881	66,645	139,078					
Shipped to the same date last year	To Hg. Kg.	15,780	10,770	4,794	27,625	8,088	40,085					
	„ Shanghai	46,400	37,330	11,490	275,677	31,838	35,701					
Total	„ Japan	1,200	2,300	3,236	123,468	472	146,108					
		63,380	50,400	19,520	426,770	40,396	221,894					
Do. 1871	To Hg. Kg.	10,700	10,061	7,190	33,550	4,422	25,138					
	„ Shanghai	74,920	41,010	24,730	280,461	40,665	36,239					
Total	„ Japan	—	900	1,980	57,515	500	31,311					
		85,620	52,671	33,790	351,516	45,685	82,688					
Total shipped during the year 1872	To Hg. Kg.	17,080	14,890	8,094	37,235	10,188	48,156					
	„ Shanghai	60,760	47,570	16,010	335,383	41,848	40,029					
Total	„ Japan	1,300	2,610	3,236	146,649	592	159,787					
		79,040	65,070	27,340	519,257	52,623	247,972					
Do. 1871	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578					
	„ Shanghai	86,720	49,210	26,920	296,411	46,063	27,880					
Total	„ Japan	—	1,140	2,360	63,774	500	33,951					
		98,420	61,450	37,780	400,520	51,789	87,409					

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
Nov. 3	Maria and Elizabeth	Bonjer	Batavia	Brouwershaven
3	Malacca (s.)	Gaby	Shanghai, via S.C.	London
1	Hong Kong	Jackson	Banjoewangie	Deal
Oct. 31	Celle Ligure	Cassinelli	Akyab	Falmouth
Nov. 4	Glamorganshire	Riches	Zebu	London
Oct. 31	Wellamo	Millberg	Rangoon	Falmouth
31	Vencitore	Ruggiero	Do.	Do.
Nov. 5	Furst Bismark	Kreutzfeldt	Manila	London
3	Maitland	Reid	Foochow	Do.
Oct. 29	Angiolina Avellino	—	Rangoon, for Bremen	Off Seilly
3	Ellen Goodspeed	Preble	Manila	New York
30	Galatea	Ellertsen	Akyab	Deal
30	Angela	—	Manila	Liverpool
30	Prince Charlie	Linskill	Rangoon	Do.
31	Canton (s.)	Jaques	China, Penang, &c., S.C.	London
Nov. 3	Sir Lancelot	Edmond	Shanghai	Do.
3	Auriga	Alderton	Sarawak	Do.
3	Elizabeth Ann	Coates	Colombo, &c.	Do.
3	Harrington	McKenzie	Yokohama and Kobe	Do.
3	Mayola	Masson	Rangoon	Do.
3	Ann Armitage	Coventry	Colombo	Do.
3	Mozart	Julicher	Singapore	Do.
3	Alchymist	Hall	Rangoon	Do.
3	Bartolomew	Bianchi	Do.	Do.
3	Cutty Sark	Moore	Shanghai	Do.
Oct. 29	Bucca Ventura (s.)	Echavarria	Manila, &c., via S.C.	Liverpool
30	Galatea (s.)	Taube	Shanghai, via S.C.	Hamburg
Nov. 3	Hong Kong	Jacobson	Hong Kong & Canton	London
3	Queen of the North	Guswell	Colombo	Do.
3	Nuovo San Marco	Cordiglia	Singapore	Do.
1	Hudiksvall	Hultman	Maulmain	Off Cowes
3	Florence Chipman	Jones	Rangoon	Liverpool
3	Harmonia	Weller	Bangkok	Glasgow
1	Union	La Balle	Batavia	Texel
Oct. 31	County of Elgin	Miller	Sourabaya	Brouwershaven
Nov. 3	Amur	Ferguson	Singapore	London
3	Penguin (s.)	Couche	Rangoon	Falmouth
3	Eleanor	Brown	Penang	London
3	Evangeline	Scobbe	Maulmain	Falmouth
2	Wyk-ann-Zee	De Loper	Macassar	Texel

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Oct. 31	Vasco da Gama (s.)	Rice	Singp., China, &c., S.C.	London
29	Crownthorpe	Everett	Galle	Sunderland
25	Tordenskjold	Sorensen	River Amoor	Cronstadt
25	Frelina	Samuel	Do.	Do.
25	Holstein	Kulper	Do.	Do.
Sep. 25	Zouave	Rowell	Galle	Rio Janeiro
23	Ivanhoe	—	Do.	Monte Video
Oct. 31	A. Savona	Bosso	Do.	Cardiff
Sep. 24	Henry Buck	Blanchard	Batavia	Buenos Ayres
29	Grafstroom	Leclercq	Do.	Do.
Nov. 3	Rover of the Sea	Peterson	Singapore	London
1	Consolation (s.)	—	Singp., China, &c., S.C.	Liverpool
1	Palma	—	Hong Kong	Hamburg
2	Deucalion (s.)	—	Singp., China, &c., S.C.	Liverpool
1	Areona	—	Japan	Harre
4	Pacific	—	Galle	Newcastle
4	Admiral	—	Do.	Do.
1	Indiana	Corner	River Amoor	Cronstadt
2	Sudan	Ocean	Hong Kong	Hamburg

(See Shipping Postscript and Correspondents' Letters.)

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From.	For.
Oct. 30	Celebes	Nieuwe Diep	Batavia
29	County of Sutherland	Glasgow	Java
Nov. 1	Yrurac Bat	Liverpool	Manila
—	Galley of Lorne	Shanghai	New York
—	Cheops	London	Singp., China, &c.
3	Scindia	Do.	Colombo, &c.
3	Glenroy	Do.	Singp., China, &c.
3	Conrad	Java	Nieuwe Diep

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama: Canton (str.). For Singapore, Hong Kong, and Shanghai: Braemar Castle. For Colombo, &c.: Viceroy, Woosung.

SAILING VESSELS.—For Yokohama: Osaka. For Yokohama and Hiogo: Scawfell. For Shanghai: Sir Lancelot. For Hong Kong: Derwent, Kate Carnie. For Colombo: Palestine. For Colombo, &c.: Kent. For Penang: Eleanor. For Singapore: Min.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Priam (str.). For Hong Kong (via Cardiff): Blue Jacket. For Batavia and Sourabaya: Blanche. For Manila: Trinidad. For Manila (via S.C.): Leon (str.), Beuna Ventura (str.).

At GLASGOW.—For Singapore and Penang: Janet Ferguson. For Penang, Singapore, Hong Kong, and Shanghai (Java and Japan): Glenartney (str.).

SPOKEN.

SUMMER CLOUD, Shields to Galle, Oct. 1, 13 N., 25 W.
 AYR, Troon to Singapore, off Queenstown.
 MAY QUEEN, Penang to London, Aug. 1, 6 N., 96 E.
 PERSEVERANZA, for Galle.
 NIEUWE WATERWEG II., Sunderland to Batavia, Sept. 16, 15 N., 26 W.
 No. 9 (6 or 4) 2, 1st D.P., London to Singapore, Sept. 19, 29 S., 30 W.
 NEDERLAND and ORANGE, Newcastle to Batavia, Sept. 24, 1 N., 24 W.
 MAJORIAN, Singapore to Liverpool, Aug. 17, 1 S., 107 E.
 UNION (Fr. barq.), Batavia to Amsterdam, Sept. 30, 13 N., 23 W.
 JENNY, Hong Kong to New York, Oct. 12.
 J.L.V.P. (Eng.), Newcastle to Galle, Sept. 15, 21 S., 29 W.
 A.M.E. (Dut. ship), Shields to Batavia, Sept. 26, 17 S., 32 W.
 CONCEPTION, Manila to Cadiz, Sept. 19, off Cape Agulhas.

FREIGHTS AND CHARTERS

There is only a moderate supply of tonnage on the berth for Eastern ports, and rates of freight are steady at the under-mentioned quotations. Coal freights to Singapore and Colombo rule higher.

Current Rates of Freight for Vessels on the Berth

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. meast. To Hiogo: 70s. meast. To Nagasaki: 85s. meast. To Shanghai: 40s. meast. To Foochow: 80s. meast. To Hong Kong: 40s. weight, 40s. meast. To Chefoo: 80s. meast. To Manila: 90s. meast. To Singapore and Penang: 40s. weight, 40s. meast. To Sourabaya and Samarang: 75s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight or meast. To Hiogo: — weight, 40s. meast. To Nagasaki: — weight or meast. To Shanghai: — weight, — meast. To Hong Kong: 35s. weight, 25s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 25s. weight or meast. To Penang: — weight or meast. To Samarang: — weight, — meast. To Padang: — weight, — meast. To Batavia: — weight or meast. To Sourabaya: — weight or meast. To Colombo: 25s. weight or meast. To Saigon: — weight, — meast. To Bangkok: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: —. To Hong Kong: —. To Singapore (full consignment): £33. To Singapore: £32. To Penang: £32 f.c. To Macassar, per ton: 35s. To Batavia: 27s. 6d. To Java: 27s. to 28s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £23. To Colombo: £27 to £28. To Trincomalee: —.

From Newport, Cardiff, or Swansea per ton.—To Yokohama: 45s. To Shanghai: 45s. to 47s. 6d. To Hong Kong: 38s. to 40s. To Manila: 30s. To Macassar: 35s. To Java: 27s. to 28s. To Batavia: 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 29s. to 30s. To Galle: 28s. To Trincomalee: —. To Colombo: 28s. From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 30s. To Manila: —. To Singapore: 24s. To Penang: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamers 30s. to 35s., ship, 40s.; to Shanghai, steamer 30s., ship, 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Sarpedon (str.), from Liverpool to Singapore, China, &c. (via S.C.), has put into Lisbon, with piston broken; she would repair and proceed.

The Francisco Calderon (str.), left Table Bay, Oct. 4, for China, after repairing.

Advices from Cape Town, Oct. 10, state that the Stad Dockum (Dutch barque), from Batavia, put in there, Sept. 27, and reports having experienced very heavy weather off the Cape, during which she lost foretopmast, bowsprit, and jibboom, and had two planks started in her stern, &c.; from 600 to 800 bags of her cargo (coffee) were damaged, and have been sold for £600.

A telegram from Liverpool, Nov. 4, 1.10 P.M., announces that the Birimah, from Manila to that port, which was beached at Egremont, Oct. 19, has been placed on the King's gridiron.

MISCELLANEOUS.

At ST. HELENA.—Oct. 4, Zeenymph, Coulon, from Macassar; 6, J. G. Fichte, Hubert, from Manila; 7, John Foug, Carlson, from Samarang; 8, Lady Louisa, Scott, from Japan; 10, Padang Packet, Mondt, from Samarang.

At TABLE BAY.—Oct. 2, Amboto (str.), Ansuategui, from Macao, and sailed, 8, for Havana.

At SIMON'S BAY.—Sept. 26, Concepcion (str.), Illercas, from Batavia.

LLOYD'S NOTICES.—Cargo, ex Conflict, from London to Hong Kong, lost in 1864. Any persons who were interested in the above cargo are informed, with reference to the salvage at Mindanao of some property from a vessel supposed wrecked there in or about April, 1864, that a letter dated 19th August, 1873, has been received by the Committee of Lloyd's from Messrs. Loney and Co., their agents at La Illo, Philippine Islands, requesting that the Spanish Consul at Manila may be furnished, for the purpose of taking steps to recover the salvage, with a certified copy of the manifest of the said cargo, and "other documents." The copy of the manifest in question is in the hands of the Committee, and the "other documents" required are supposed to be the bills of lading. The attention of the shippers and consignees in the case is therefore hereby called to the subject.—B. C. STEPHENSON, Secretary.—Lloyd's Oct. 22, 1873.

County of Nairn, Mackenzie, from the Clyde and Batavia to Sourabaya. The Committee of Lloyd's hereby give notice that they have this day received from Lloyd's agents at Sourabaya a bill of exchange for £726 1s., payable six months after sight, being the net proceeds of the sale of the wreck of the above vessel. B. CHAS. STEPHENSON, Secretary.—Lloyd's, 27th Oct., 1873.

Lahloo, Smith, China to London. The Committee of Lloyd's hereby give notice that they have this day received from Lloyd's agents at Sourabaya a remittance of £7 16s. 8d., being the balance of the proceeds of the sale of the above wreck.—B. C. STEPHENSON, Secretary.—Lloyd's, 27th Oct., 1873.

Off ASCENSION, Oct. 6, J. C. L. Q. (Laju) from Macao, for London; 16, P. L. D. M. (Ital.), from Singapore, for London.

The Conrad (str.), from Batavia to Nieuwe Diop, arrived at Suez Oct. 31, and embarked there the crew of the Prins Hendrik (str.), from Java to Rotterdam, which sank, Sept. 27, in the Red Sea.

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A PORTUGUESE AMAH, recently arrived from CHINA in charge of two children, is open to an ENGAGEMENT to return to that country in a similar capacity.

For further particulars apply by letter addressed L. C. and Co., care of the Publisher of the London and China Express, Cowper's-court, Cornhill

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DESIRABLE POSSESSION.—Without health no amount of wealth, no means of pleasure are of the slightest value. It is inconceivable how small a disturbance of the animal functions begets wretchedness, and how readily it may be rectified by a few doses of some purifying and regulating medicine, such as these world-renowned Pills. These have proved the best friend to mankind, in every grade, in every land, and under almost every circumstance. Holloway's Pills purify the blood, rectify digestion, stimulate the liver and kidneys, and regulate the bowels. Such are their first effects on the abdominal apparatus; greater far the influence they exert in expelling or neutralising those latent poisons which insidiously enter the system and undermine it.

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TABLE GLASS OF ALL KINDS.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1860.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,300,000.

Reserved Fund ... £20,000,000 ... £500,000.

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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London

LONDON AGENCY.—114, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Established in 1853.

CAPITAL, £1,000,000.

Head Office.—NICHOLAS-LANK, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

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J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Fouchow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, \$5,000,000. All paid up.

Reserve Fund, \$1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street Bankers—London and County Bank.

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Foochow	Hiogo	Bombay
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VIENNA EXHIBITION, 1873.

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DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopoeia.

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THE MANAGER,

CHINA AND JAPAN AGENCY,

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Tourists and Families visiting this long-established and first-class Hotel will have every comfort and attention.

Suez is noted for its purity of atmosphere and equable climate during the winter.

A great reduction in charges is made to invalids or others remaining longer than a week.

N.B. Travellers proceeding to Mount Sinai, Syria, or Palestine, by their own caravan, can purchase the best and freshest provisions at the Hotel, at very moderate rates.

Hams, Bacon, Cheese, Butter, Jams, Marmalade, Pickles, Preserved Soups, &c., received from Paris and Co., London, by P. and O. steamers every week.

GEORGE WESTCOTT, Manager.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English, French, and German papers, and the London and China Express. Omnibus attends the trains.

CHARGES MODERATE.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

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OVERLAND ROUTE via MARSEILLES.—MESSAGE-RIES MARITIMES DE FRANCE.

77, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 a.m., calling at Naples for mails and passengers:—

Ava ...	Nov. 23	For {	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraonaddy ...	Dec. 7		
Hongly ...	Dec. 1		
Peiho ...	Jan. 4		
Mei Kong ...	Jan. 18		
Sindh ...	Feb. 1		

The Steamers of the 23rd Nov., 21st Dec., and 18th Jan. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 7th Dec., 4th Jan., and 1st Feb., 1874, connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon).
Constantinople ... Saturday, 5 p.m.
Algiers ...

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage, Freight, or information, apply to the Company's Agent, 77, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SCHOUT AND CO., SHIPBROKERS AND FORWARDING AGENTS, AMSTERDAM.

THE LONDON AND CHINA TELEGRAPH. THE FIFTEENTH Volume of this JOURNAL commenced on the 6th of January, 1873. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg ...	R. CARL.
Bremen ...	G. STEINMEYER.
Holland—Rotterdam ...	H. A. KRAMER.
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Berlin ...	ASHER and Co.
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Trieste ...	PERCO and Co., Corso.
Venice ...	MUNSTER, Square St. Mark.
Rome ...	PIALE, Piazza di Spagna.
Brindisi ...	G. RIVELLI.
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Point de Galle ...	T. M. BARKER, Oriental Hotel.
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Saigon ...	D. AUSTIN.
Bangkok ...	S. J. SMITH.
Penang ...	SANDILANDS, BUTTERY, and Co.
Batavia ...	HOUGHTON and Co.
Samrang ...	JACOBSON, VAN DEN BERG & Co.
Sourabaya ...	HOUGHTON and Co.
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Manila ...	LOYZAGA and Co.
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Amoy ...	BROWN and Co.
Poo-Chow ...	HEWDE and Co.
Shanghai ...	H. FOGG and Co.
Hankow ...	VIRGO, MATTHEWS, and Co.
Tientsin ...	JAMES HENDERSON.
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EACH TIN-LINED PACKET IS LABELLED

JAMES EPPS AND CO., HOMŒOPATHIC CHEMISTS, LONDON.

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THE PENINSULAR AND
ORIENTAL STEAM NAVIGATION
COMPANY book Passengers and re-
ceive Cargo and Parcels by their Steamers for—

	From Southamp- ton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ...	Every Thursday, at 2 P.M.	—	—
MALTA ...	—	—	—
ALEXANDRIA ...	—	Every Friday morning.	Every Monday, at 5 A.M.
ADEN ...	—	—	—
BOMBAY ...	—	—	—
GALLE ...	Thursday, Nov. 6 & 20,	Friday morning, Nov. 17 & 28,	Monday, Nov. 17 & Dec. 1, at 5 A.M., and every alternate Monday.
MADRAS ...	—	—	—
CALCUTTA ...	—	—	—
PENANG ...	at 2 P.M., and every alternate Thursday.	—	—
SINGAPORE ...	—	—	—
CHINA ...	—	—	—
JAPAN ...	—	—	—
AUSTRALIA ...	Thursday, Nov. 20, at 2 P.M., and every fourth Thursday.	Friday morning, Nov. 28, and every fourth Friday.	Monday, Dec. 1, at 5 A.M., and every fourth Monday.
NEW ZEALAND ...	—	—	—

Abatements are made in favour of passengers from the eastward of Suez returning by the Company's Steamers within six or twelve months of their arrival.

Passengers are now booked through, via Bombay, to the principal Railway Stations in India, and through tickets to Venice and Brindisi are issued at the Company's Office. Tickets to Brindisi only can also be obtained from Messrs. LEBEAU and Co., 6, Billiter-street (South Italian Railway Office).

For Rates of Passage Money and Freight, and all other information, apply at the Company's Offices, 123, Leadenhall-street, London; or, Oriental-place, Southampton.

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THE PENINSULAR AND ORIENTAL COMPANY propose to despatch their largest STEAMERS from SOUTHAMPTON to INDIA DIRECT, via the SUEZ CANAL, as follows:—

- Nov. 13. Bombay. Bokhara, 2,933 tons, 450-horse power.
- Nov. 20. Madras, Calcutta, Australia and New Zealand, China, and Japan. Poona, 2,152 tons, 600-horse power.
- Nov. 27. Bombay. Hydaspes, 2,984 tons, 500-horse power.
- Dec. 4. Madras, Calcutta, China, and Japan. Indus, 3,478 tons, 500-horse power.
- Dec. 11. Bombay. Malwa, 2,933 tons, 450-horse power.
- Dec. 18. Madras, Calcutta, Australia and New Zealand, China, and Japan. Cathay, 2,983 tons, 500-horse power.

These steamers will convey Her Majesty's mails, and will correspond with the Company's steamers from Venice and Brindisi.

A large number of passengers having already booked for these steamers, early application for passage is requested.

* Passengers for Bombay are also booked by these steamers.

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Sir Lancelot	A1 16 yr	E.I.D.	With des.
Hong Kong ...	Derwent	AA 1	S.W.I.D.	With des.
Do. ...	Kate Carnie	A1 13 yr	E.I.D.	To follow
Yokohama ...	Osaka	A1 17 yr	E.I.D.	With des.
Singapore ...	Min	A1 13 yr	E.I.D.	With des.

Apply to KILICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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Great Mail Route, via New York and San Francisco.



THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hio, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

	Japan	China
Acapulco	Alaska	Costa Rica
Great Republic	Constitution	New York
Colorado	Oregonian	Ariel
Golden Age		

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's Steamers also leave New York on the 5th and 20th of every month for San Francisco, via Panama, calling en route at ports along the North Pacific Coast.

For rates of Fare from England, which include Railway transit across the American Continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

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San Francisco, in 18 days from England.

Japan ... in 34 " "

China ... in 44 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent Steamers of the Pacific Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND THE WORLD IN NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Ceylon, India, Egypt, and Continent of Europe or vice versa.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, at one reduced and inclusive fare, with the privilege of stopping at any point.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

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ROBERTSON AND CO.'S INDIA, CHINA, and JAPAN LINES OF STEAMSHIPS, via Suez Canal.

Port.	Ship.	Class.	Dock.	To sail.
Sing. Bat.	Lotus, s.s.	A1 20 yr.	S.W.I.D.	Dec. 10
Cheribon,	New str.	100 A1	S.W.I.D.	To follow
Pekalongan,				
Samar, and				
Sourabaya ..				
Pen., Sing.	Egeria, s.s.	100 A1	S.W.I.D.	Nov. 12
Hg. Kg, and				
Shanghai....				

For Freight and Passage, apply at 5, Newman's-court, Cornhill, London, E.C.



PASSENGERS to JAVA.—The very fine new ocean steamship LOTUS, A1 20 years, has excellent accommodation and every convenience for first-class passengers. Fare 40 guineas. Sailing 12th Dec.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

EGERIA, s.s., for PE-
NANG, SINGAPORE, HONG
KONG, and SHANGHAI. Last shipping
day 12th Nov. South West India Dock.
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The following: high-classed steam ships, which have been built especially for the China trade by the celebrated builders, Messrs. C. Mitchell and Co., Walker-on-Tyne, will be despatched as under:—

Steamer.	Class.	Tonnage.	Docks.	H.p.n.	Last shipping day.
Canton	100 A1	1,881	S.W.I.	200	Nov. 15
Colombo	100 A1	1,945	S.W.I.	200	To follow
Amy	18 yrs.				
Lpool Bk	1,300	S.W.I.	160	To follow	
Hankow	100 A1	3,500	S.W.S.	500	To follow
Hong Kong	100 A1	1,881	S.W.I.	200	To follow
Naukin	100 A1	2,423	S.W.I.	300	To follow

These fine steam ships have elegant accommodation for first-class passengers, replete with every comfort, including the necessary bedding, linen, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street (corner of Cornhill), E.C.

Having a large portion of her cargo engaged, will have immediate despatch.



FOR YOKOHAMA AND HIOGO, the favourite clipper SCAWFELL, A1 13 years, 798 tons register; WM. APPLEBY, Commander; Loading in the East India Docks. Has splendid accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C. (corner of Cornhill).



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Glenartney, s.s.	2,150	Thos. Skinner & Co.	Dec. ...
Canton, s.s.	1,215	Norris & Joyner	Nov. 15
Lotus, s.s.	1,400	Robertson & Co.	Dec. 10
LIVERPOOL.			
Menclaus, s.s.	1,526	Alfred Holt	Nov. 1
Priam, s.s.	1,572	Do.	Dec. 1

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MAC-TAGGART, TIDMAN, and Co., 34, Great St. Helen's, E.C.

CARD.

WM. C. EASTLACKE, D.D.S., from U.S. of America and late of China and Japan, DOCTOR OF DENTAL SURGERY.
104, Königgrätzer Strasse, Berlin, Prussia.

TO OLD RESIDENTS OF CHINA AND THE FAR EAST.

F. SAUNDERS,
Importer of Havana and Manila Cigars,
16, GREAT WINCHESTER-STREET, E.C.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 10, 1873.

TREATIES WITH ATCHIN AND THE DUTCH GOVERNMENT.

A Blue-book containing the despatches relative to the Treaty of 1824, and of the present dispute between the Sultan and the Dutch Government, has been published this day, and opens with a letter from the Governor of Singapore to the Colonial-office enclosing copies of letters sent and received from the Sultan of Atchin, which are as follows :—

The Governor of the Straits Settlements to the Sultan of Atchin.

December 5, 1872.

Our friend tells us that he hears reports that the Dutch are going to attack his country; we have heard nothing of this, and we do not think it is likely, for the Dutch are like ourselves, and wish to trade quietly with the countries round about, and neither they nor we make war unless our people are attacked or our traders interfered with.

Our friend knows that our traders have been often interfered with, and their ships and property plundered by people in the neighbourhood of Atchin, who call themselves our friend's subjects, and that, when we have appealed to our friend for redress, he has replied that he is unable to give it, for these people will not mind him, and he has invited us and our ships of war to go and punish them, and take redress for these wrongs.

Our friend knows that this has happened very often, and even quite lately, and many of our subjects have been great sufferers by the conduct of these wicked people.

Now our ships of war are generally at Singapore, which is a long way from Atchin, but the Dutch have ships and soldiers in places in Sumatra near Atchin; and we think our friend will find that when these acts of piracy are committed in future by his wicked subjects, the Dutch will be able to send their vessels of war readily to punish them, and put a stop to such wickedness, and thus trade will again be carried on in safety with our friend's country and those neighbouring under his rule, which will be a good thing both for our friend's country and for our own.

We thank our friend for the bags of pepper which he has sent us, and we send our friend a writing case, a pistol, and a few other articles, which we ask him to accept as a token of our friendship.

The Sultan of Atchin to the Governor of the Straits Settlements.

April 1, 1873.

We inform our friend that we have received the letter he sent us by Captain Scott safely, and with much honour and pleasure, and have read his advice truly, and we have received much benefit thereby. Our friend informs us that the customs of the Dutch are the same as the English, to trade only and not commit oppression on anybody.

But we remind our friend of the treaty between our ancestor Sultan Jowhar al Alam Shah with Sir Stamford Raffles, and that he was helped with much expense of money by Sir Stamford Raffles, and also it was agreed that whenever the country of Atchin should be in danger during his descendant's time, it should be helped by the English Government to the time of his descendants; now we expect much aid from our friend in this matter with the Dutch, for from our late ancestor's time to ours we have never been friendly with the Dutch Government, and have always kept up connection with the English Government; neither do we like the Dutch at all; if our friend were to rule us in any way, we should prefer it ten times as much, for we have been accustomed to it from long time.

Now the Dutch Government have come ruining our country with four men-of-war; they have fired from the sea, and killed many of our subjects.

Now, instead of giving our country to the Dutch, it would be far better to give it to our friend's Government; for, for a long time our subjects and warriors have wished for this. If there is any reply, an early one is requested to this.

The Governor did not reply to this, but Lord Granville through Lord Kimberley instructed him to do so and to inform the Sultan that Great Britain could not under any circumstances exercise a protectorate over Atchin, and that the Sultan must not look for any assistance from Great Britain.

TREATY BETWEEN THE E. I. COMPANY AND THE KING OF ATCHIN.—APRIL 22, 1819.

In consideration of the long and uninterrupted peace, amity, and good understanding which has subsisted between the Honourable English East India Company and his Highness's ancestors, the Kings of Atchin, and in order to perpetuate and improve their friendship to the advantage and prosperity of their mutual States and subjects, it is hereby agreed and determined :

ARTICLE I.

There shall be a perpetual peace, friendship, and defensive alliance between the States, Dominions, and subjects of the High Contracting Parties, neither of whom shall give any aid or assistance to the enemies of the other.

ARTICLE II.

At the request of his Highness, the British Government engages to require and to use his influence to effect the removal of Syfful Aulum from His Highness's territories; and the British Government further engages to prohibit him, or any of his family, as far as they may be subject to their authority, from doing or committing in future any act or acts, tending to prevent or impede the full re-establishment of his Highness, the King engaging himself to place at the disposal of the Supreme Government of British India such pension or annuity as it may in its wisdom deem meet to recommend for the said Syfful Aulum, on the consideration of his retiring to Penang, and engaging to relinquish all claims to the Sovereignty of Atchin within three months of the date hereof.

ARTICLE III.

His Highness the King grants to the British Government the free trade of all his ports, and engages that the duties on merchandise levied

at these ports shall be fixed and declared, and shall also be payable by the resident merchant; his Highness likewise engages not to grant or otherwise a monopoly of the produce of his States by any person whatever.

ARTICLE IV.

His Highness engages, whenever the British Government may desire, to receive and protect an accredited Agent of the British Government with a suitable establishment, who shall be permitted to reside at his Highness's Court, for the purpose of conducting the affairs of the Honourable Company.

ARTICLE V.

In consideration of the injury which might result to the British trade from its exclusion from the ports of his Highness's States, not at present subject to his authority, his Highness agrees and consents that ships and vessels of Great Britain shall continue their commercial intercourse with the ports of Atchin and Tillamassaw, in the same manner as heretofore, unless a temporary blockade of these ports, or either of them, shall be established by and with the consent of the British Government or resident authority. It is clearly understood, however, by the Contracting Parties, that no warlike stores or arms of any kind shall be furnished, given, or sold to any of his Highness's rebellious subjects by the vessels so trading to the aforesaid ports, under penalty of confiscation of ship and cargo.

ARTICLE VI.

His Highness Sree Sultan Alla Iddien Jowhan Aulum Shah agrees, promises, and engages himself, his heirs and successors, to exclude the subjects of every other European Power, and likewise all Americans, from a fixed habitation or residence in his dominions. He also engages not to enter into any negotiations or conclude any Treaty with any Power, Prince, or Potentate whatsoever, unless with the knowledge and consent of the British Government.

ARTICLE VII.

His Highness engages not to permit the residence in his Dominions of any British subject to whom the Resident Agent shall offer any objection.

ARTICLE VIII.

The British Government agrees to give and furnish to his Highness, without any delay, all the arms and military stores which are detailed in the paper appended to this Treaty, and signed by his Highness. The British Government likewise agrees to advance to his Highness the sum of money herein mentioned, as a temporary loan, to be repaid by his Highness at his earliest convenience.

ARTICLE IX.

This Treaty, consisting of nine Articles, has this day been concluded, subject to the ratification of the Governor-General within six months from the date hereof; but it is to be understood that the several provisions herein contained may be carried into immediate effect, without awaiting the said ratification.

Done at Sridule, near Pider, in the country of Atchin, on the 22nd day of April, in the year of our Lord 1819, corresponding with the year of the Hegira, 1234, and the 26th day of Jamadil Aker.

(Signed) T. S. RAFFLES.

JOHN MONCKTON COOMBS.

(The Company's seal.)

List of Articles to be furnished by the E. I. Company to the Sultan.

Arms and Military Stores :—Gunpowder, 40 barrels; field-pieces, 6 pair brass 4; round-shot for ditto, 400; grape-shot, 400; muskets, complete, 400; musket-balls, 30 barrels; musket-flints, 3,000. Cash :—Spanish dollars, 50,000.

TREATY BETWEEN GREAT BRITAIN AND THE NETHERLANDS, 1824.

ARTICLE I.

The High Contracting Parties engage to admit the subject of each other to trade with their respective possessions in the Eastern Archipelago, and on the Continent of India, and in Ceylon, upon the footing of the most favoured nation; their respective subjects conforming themselves to the local regulations of each Settlement.

ARTICLE II.

The subjects and vessels of one nation shall not pay, upon importation or exportation, at the ports of the other in the Eastern Seas, any duty at a rate beyond the double of that at which the subjects and vessels of the nation to which the port belongs are charged.

The duties paid on exports or imports at a British port on the Continent of India, or in Ceylon, on Dutch bottoms, shall be arranged so as in no case to be charged at more than double the amount of duties paid by British subjects, and on British bottoms.

In regard to any article upon which no duty is imposed, when imported or exported by the subjects or on the vessels of the nation to which the port belongs, the duty charged upon the subjects or vessels of the other shall in no case exceed 6 per cent.

ARTICLE III.

The High Contracting Parties engage that no Treaty hereafter made by either with any native Power in the Eastern Seas shall contain any Article tending, either expressly or by the imposition of unequal duties, to exclude the trade of the other party from the profits of such native Power; and that if, in any Treaty now existing on either part, any Article to that effect has been admitted, such Article shall be abrogated upon the conclusion of the present Treaty.

It is understood that, before the conclusion of the present Treaty, communication has been made by each of the Contracting Parties to the other, of all Treaties or engagements subsisting between each of them respectively, and any native Power in the Eastern Seas; and that the like communication shall be made of all such Treaties concluded by them respectively hereafter.

ARTICLE IV.

Their Britannic and Netherland Majesties engage to give strict orders as well to their civil and military authorities as to their ships of war, to respect the freedom of trade established by Articles I., II., and III., and in no case to impede a free communication of the natives in the Eastern Archipelago with the ports of the two Governments re-

spectively, or of the subjects of the two Governments with the ports belonging to native Powers.

ARTICLE V.

Their Britannic and Netherland Majesties in like manner engage to concur effectually in repressing piracy in those Seas; they will not grant either asylum or protection to vessels engaged in piracy, and they will in no case permit the ships or merchandise captured by such vessels to be introduced, deposited, or sold in any of their possessions.

ARTICLE VI.

It is agreed that orders shall be given by the two Governments to their officers and agents in the East not to form any new Settlement on any of the islands in the Eastern Seas without previous authority from their respective Governments in Europe.

ARTICLE VII.

The Molucca Islands, and especially Amboyna, Banda, Ternate, and their immediate dependencies are excepted from the operation of the 1st, 2nd, 3rd, and 4th Articles, until the Netherland Government shall think fit to abandon the monopoly of spices; but if the said Government shall, at any time previous to such abandonment of the monopoly, allow the subjects of any Power, other than a native Asiatic Power, to carry on any commercial intercourse with the said islands, the subjects of his Britannic Majesty shall be admitted to such intercourse upon a footing precisely similar.

ARTICLE VIII.

His Netherland Majesty cedes to his Britannic Majesty all his establishments on the Continent of India; and renounces all privileges and exemptions enjoyed or claimed in virtue of those establishments.

ARTICLE IX.

The Factory of Fort Marlborough and all the English Possessions on the Island of Sumatra are hereby ceded to his Netherland Majesty; and his Britannic Majesty further engages that no British Settlement shall be formed on that island, nor any Treaty concluded by British authority with any native Prince, Chief, or State therein.

ARTICLE X.

The Town and Fort of Malacca and its dependencies are hereby ceded to his Britannic Majesty; and his Netherland Majesty engages for himself and his subjects never to form any establishment on any part of the Peninsula of Malacca, or to conclude any Treaty with any native Prince, Chief, or State therein.

ARTICLE XI.

His Britannic Majesty withdraws the objections which have been made to the occupation of the Island of Billiton and its dependencies by the Agents of the Netherland Government.

ARTICLE XII.

His Netherland Majesty withdraws the objections which have been made to the occupation of the Island of Singapore by the subjects of his Britannic Majesty.

His Britannic Majesty, however, engages that no British establishment shall be made on the Carimon Isles, or on the Islands of Battam, Bintang, Lingin, or on any of the other islands south of the Straits of Singapore, nor any Treaty concluded by British authority with the Chiefs of those Islands.

ARTICLE XIII.

All the colonies, possessions, and establishments which are ceded by the preceding Articles shall be delivered up to the officers of the respective Sovereigns on the 1st of March, 1825. The fortifications shall remain in the state in which they shall be at the period of the notification of this Treaty in India; but no claim shall be made on either side for ordnance, or stores of any description, either left or removed by the ceding Power, nor for any arrears of revenue, or any charge of administration whatever.

ARTICLE XIV.

All the inhabitants of the territories hereby ceded shall enjoy, for a period of six years from the date of the ratification of the present Treaty, the liberty of disposing as they please of their property, and of transporting themselves, without let or hindrance, to any country to which they may wish to remove.

ARTICLE XV.

The High Contracting Parties agree that none of the territories or establishments mentioned in Articles VIII., IX., X., XI., and XII., shall be, at any time, transferred to any other Power. In case of any of the said possessions being abandoned by one of the present Contracting Parties, the right of occupation thereof shall immediately pass to the other.

ARTICLE XVI.

It is agreed that all accounts and reclamations arising out of the restoration of Java, and other possessions, to the officers of his Netherland Majesty in the East Indies, as well those which were the subject of a Convention made at Java on the 24th of June, 1817, between the Commissioners of the two nations, as all others, shall be finally and completely closed and satisfied, on the payment of the sum of £100,000 sterling money, to be made in London on the part of the Netherlands, before the expiration of the year 1825.

ARTICLE XVII.

The present Treaty shall be ratified, and the ratifications exchanged at London, within three months from the date hereof, or sooner if possible.

In witness whereof, the respective Plenipotentiaries have signed the same, and affixed thereunto the seals of their arms.

Done at London, the 17th day of March, in the year of our Lord, 1824.

(L.S.) GEORGE CANNING.
(L.S.) CHARLES WATKIN WILLIAMS WYNN.
(L.S.) H. FAGEL.
(L.S.) A. R. FAICK.

TREATY BETWEEN THE NETHERLANDS AND ATJEH, MARCH 30, 1857.

Whereas the Netherlands Indian Government and His Highness the Sultan of Atjeh, Ala Oedien Mantsoer Sjah, have thought fit to

make a Treaty of Peace, Friendship, and Commerce, in order to preserve the friendly feelings existing on both sides, and in order to solidify and extend their relations to the benefit of the subjects of their respective empires.

Wherefore I, Jan van Swieten, General Major, Civil and Military Governor of the West Coast of Sumatra, Adjutant to his Majesty the King, on Extraordinary Service, Knight of the Military Order of King William, third class, and of the Lion of the Netherlands, in the name and on behalf of the Netherlands Indian Government, have negotiated with His Highness the Sultan of Atjeh, and thereby has been produced the following Treaty, subject to the approbation of his Excellency the Governor-General of Netherlands India:—

ARTICLE I.

From henceforward there exists constant peace, friendship, and good understanding between the Netherlands Indian Government and his Highness the Sultan of Atjeh and his descendants and successors.

ARTICLE II.

If the subjects of the Netherlands Indian Government, and the subjects of his Highness the Sultan of Atjeh will submit themselves to the laws of the country, they may trade and go everywhere in pursuit of their legitimate advantages, in all the countries belonging to the Government, or in all the countries belonging to the Sultan, and they may traverse the countries or reside therein enjoying all the rights, advantages, and protection for their persons and property that are already granted, or shall hereafter be granted, to the subjects or inhabitants of the most favoured countries.

ARTICLE III.

In regard to protection and assistance both to their ships and vessels and to the crews thereof, and in regard to the rights of commerce and navigation, the subjects of the Netherlands Indian Government and of his Highness the Sultan of Atjeh shall be placed in the same position as the most favoured nation, in all the ports both of the Netherlands Indian Government and of his Highness the Sultan of Atjeh.

All the authorities and officials at the ports and anchorages belonging to either of the said parties shall be ordered to be always in readiness to afford all possible help to all the said subjects and their ships and vessels, and especially to see that they meet with no hindrance in delivering, discharging, or lading goods, or when they require provisions or water.

This important clause is agreed upon for the encouragement of commerce, navigation, and good feeling between the subjects of both parties.

ARTICLE IV.

The Netherlands Indian Government and his Highness the Sultan of Atjeh withdraw all demands and pretensions which have been made previous to the conclusion of this Treaty, with respect to disputes of whatever nature they may have been.

Further, it is resolved that, when this Treaty shall have been concluded, all these disputes and demands shall be entirely void and suppressed, so that they be never more spoken of.

ARTICLE V.

The Netherlands Indian Government and his Highness the Sultan of Atjeh further agree that they will strictly, and by all means in their power, watch that there be no pirates or man-stealers within their territories or in the seas of their territories, or of other countries where they have any influence.

This shall be opposed by both parties, and those who commit such deeds shall be punished.

By neither party shall any refuge or protection be afforded to any one concerned in such things, nor to their vessels.

By neither party shall pirates' booty of men, vessels, or goods be allowed to be brought within their territories or offered for sale therein.

ARTICLE VI.

If ships or vessels belonging to the subjects of either party be in distress at sea or stranded, the Netherlands Indian Government and his Highness the Sultan of Atjeh shall afford immediate help and protection as far as ever possible; and if any kind of stranded articles be rescued, whoever saves them shall be suitably rewarded.

Whoever has a right to such goods may seek the decision of the Governor-General of Netherlands India, or of his Highness the Sultan of Atjeh, as to the remuneration demanded by the person who has rescued them, and this decision must be accepted by him.

If ships or vessels bearing the Netherlands flag be stranded or lost, or if Netherlands subjects or Netherlands Indian subjects, whose ships or vessels have been lost, arrive on the coast of Atjeh, the Atjehan authority there shall, as speedily as possible, communicate the fact to the Governor of the West Coast of Sumatra, at Padang, or to any other Netherlands authority at hand.

Those who have robbed stranded ships or vessels, or have ill-used shipwrecked persons, even those who have refused to render due assistance, shall certainly be severely punished.

ARTICLE VII.

His Highness the Sultan of Atjeh binds himself to recognise the Governor of the West Coast of Sumatra, as the representative of his Excellency the Governor-General of Netherlands India, and to apply to him in all matters wherein, in regard to the interests of both parties, interference is necessary.

ARTICLE VIII.

If, hereafter, it should be desirable to arrange any affairs between the Netherlands Indian Government and his Highness the Sultan of Atjeh, it shall be done by negotiation on both sides in a peaceable way.

ARTICLE IX.

This Convention shall be in force as soon as it is ratified by his Excellency the Governor-General of Netherlands India.

The two Contracting Parties have hereunder set their signatures and seals, as proof and sign of attestation.

Done at Atjeh, in quadruplicate, on the thirtieth of March, one thousand eight hundred and fifty-seven, and the fourth of the month Saaban, one thousand two hundred and seventy-three, according to Mahomedan computation. (Signed) VAN SWIETEN.

THE COAL-FIELDS OF CHINA.

It will be remembered that at the meeting of the British Association held at Bradford in September last, a very interesting paper, on the Distribution of Coal in China, was read by Baron von Richthofen, and reported in our issue of Sept. 26. This paper now forms the subject of an article in the current number of *Ocean Highways*, which concludes with the following remarks:—

The brief account of the coal-fields of China, which I have given in the preceding pages, will suffice to show that the Middle Kingdom is among the most favoured countries of the world as regards the distribution of mineral fuel. I refrain from asserting that it is the most favoured of all, because I did not work up my notes sufficiently to form an estimate of the extent of its coal-bearing ground.* Nor would this area, if we were in a position to express it in accurate figures, form a satisfactory basis for comparison. It should be borne in mind that many other circumstances, besides the area, must be considered for arriving at a point of view from which the share can be determined which each separate country has in the advantages that can be derived from the aggregate quantity of coal stored up underground. To them belong the number and thickness of workable coal-beds; the quality, from a technical point of view, of the coal contained in each of these; the ease with which it can be extracted; the situation with reference to the places of present and prospective consumption, and the roads of intercommunication; and, finally, the price of labour. We thus get at a complicated calculation, for the solution of which, if different countries are to be compared, a great many accurate data are required, vastly more accurate than I am able to give in regard to China. Yet we may briefly consider the most probable chances respecting the place which China occupies among the countries in which nature has deposited her treasures of coal. Unbiased deliberation must convince us that these chances are in favour of the probability that the wealth in coal of any other country, if equal areas are compared, is eclipsed by the still hidden treasures of the basins of the Hwang-ho and Yangtze-Kiang. It is true that the prospective importance of the coal-field of Sz'-chwan bears a very favourable ratio to its enormous area, because through its greater portion the coal-beds are covered by too great a thickness of superincumbent strata to become accessible to the miner. It is also true that among the numerous small coal districts which are scattered through all the maritime provinces there are not many which will be of much importance in the future; and those that will, although of unquestionably very high value, do not offer any conditions superior to those of the average of the coal-fields worked in Europe. The same remark is applicable to the great coal-field of southern Hunan and to the smaller ones of Honan. But in southern Shansi we meet with such extraordinary conditions as to make it appear highly probable that this one coal-field outweighs in value others of vastly greater extent. That of Sz'-chwan, for instance, although at least three times as large, will, for economical importance, never come up to more than a mere fraction of that of Shansi. All the conditions required for enhancing the value of a coal-field are here combined in such a remarkable manner as to make the extraction of a very superior coal easier and cheaper than in any other known instance, not only near the out-croppings but throughout the greater portion of the coal-field; and the quantity of coal available for this cheap extraction is so large that, at the present rate of consumption, the world could be supplied from southern Shansi alone for several thousand years. I have no reason to detract now from the description which I gave of that coal-field immediately after my first visit to it:—"Adits, miles in length, could be driven within the body of the coal, underneath great thicknesses of superincumbent strata. . . Mining is therefore capable of a practically almost unlimited extension. These extraordinary conditions, for which I know of no parallel on the globe, will eventually give rise to some curious features in mining. It may be predicted, that if a railroad should ever be built from the plain to this region—and there is no other means of ever bringing to their due account its mineral resources—branches of it will be constructed within the body of one or other of those beds of anthracite, which are among the thickest and most valuable known anywhere, and continue for miles underneath the hills west of the present belt of coal-mines. Such a tunnel would allow of putting the produce of the various coal-beds immediately on railroad trucks destined for distant places; it would also open out extensively the deposits of iron ore and clay." It is obvious that, where conditions such as those here described exist, it would be a fallacy to compare one square mile of ground directly with the same area of any of those coal-fields in Europe, where coal is extracted from a depth of more than 1,000 feet, with the aid of powerful machinery and expensive labour. To what extent the advantages on the side of Shansi may be counterbalanced by the difficulties and expense which will attend the construction of a railroad to its mines, and by the great distance of these from the sea, it is not easy to estimate at present.

It is not now my intention to enter upon the grave considerations which the facts I have condensed in this article suggest. It might be shown how the advantages which the Chinese derive from their great wealth in coal are small, because the means of inter-communication are restricted and expensive, the methods of mining imperfect, and steam as yet in little use in the country—how in the small beginnings made by them towards opening their mines lies the germ for a gigantic commercial and industrial revolution, which must come sooner or later, and will commence with the construction of the first railroad in China, not so much because a great quantity of coal exists there, as because the coal happens to be stored up in that country, which is also otherwise the most productive of all within the temperate zones, the most populous of the world, and the only one which still possesses an infinite amount of human labour that is at the same time efficient, skilled,

* It has been stated repeatedly, and apparently upon my authority, that the extent of the Chinese coal-fields is about 400,000 square miles. I may be allowed to remark here that on no occasion have I given any figures in connection with this subject, and I believe that those here quoted are much too high.

and very cheap—how, further, those European manufactures which constitute the bulk of the imports of China, and keep up the balance of trade, may eventually cease to go from west to east, while manufactures of a similar kind, made with Chinese labour and Chinese coal, may, in the course of time, take the opposite direction, and, together with the increasing demand for tea and silk, exert a fearful drain upon the precious metals in Europe—how, finally, notwithstanding the great advantages which enterprising individuals will undoubtedly derive from every improvement and progress in China, each one of the steps which must inevitably be made in that direction means change in the distribution of wealth, and therewith, perhaps, change in the distribution of power; changes indeed which it will be one of the most important, but at the same time most difficult, problems to mitigate or to prevent.

Among the various other consequences which the knowledge of the mode of distribution of coal in China must necessarily have in the course of time, however long, there is one which is more immediately connected with the subject of this paper. It is the construction of a railroad to connect Europe, and more especially Russia, with China. The somewhat vague and highly impracticable scheme of a line by way of Kiakhta to Peking has already been seriously discussed in Europe; and if that were the only possible connection with China, a very long time would probably elapse before the execution of the scheme. For, apart from the fact that Peking is commercially an unimportant place, the line would lead immense distances through inhospitable and nearly uninhabited countries; many large rivers would have to be bridged over; the winters would be snowy and severe; and coal would, in most portions of the railroad, be scarce and expensive. The mode in which coal is geographically distributed suggests a different plan, and leads to the conviction that there exists only one feasible line by which China can possibly be connected with the West. I have described in the foregoing pages the occurrence of coal westward to the province of Kansu, and shown that it exists there still in large quantity. But the range of its distribution continues further West. Several Chinese travellers gave me the remarkable information that coal exists along the entire trade road from Kansu, through Hami, Barkul, and Ili, to the Russian frontier. In nearly every inn on the road coal is used as fuel, and that is clear evidence that it occurs in the neighbourhood in every case. With coal from Ili to Kansu, and then from Kansu through Shensi and Shansi or Honan to the Lower Hwang-ho and Yangtze, the railroad would have a cheap and abundant support; its construction, with scarcely any large river to cross, excepting the upper Hwang-ho, and no mountain range to pass over, would be comparatively cheap. At the same time it would be the shortest line of connecting the two empires; the road would lead through many important trading centres of Central Asia, and be much less subjected to the evils attending very cold winters than the Siberian line. In establishing the connection between the net of railroads which will, in the course of time, overspread the immensely productive and populous regions of China—a country in which the astounding amount of inland traffic is a subject of constant amazement to the traveller—and Europe, the railroad of Hami and Kansu will be among the most revolutionising of those performances by which human skill and energy overcomes distances and natural difficulties, as it will bridge over those deserts and steppes of Central Asia, which have kept races apart for thousands of years and contributed powerfully to the long isolation of the Chinese.

THE HEALTH OF THE CHINA FLEET.

From the annual report—from which we quoted last week—we obtain further details with reference to the health of the China Fleet. The squadron on the station in 1871 comprised 26 vessels and five gun-boats, and there was a detachment of marines in Japan. The total number of cases entered on the sick-list was 4,354, which is in the ratio of 145.3 per 1,000, being a reduction, compared with the preceding year, equal to 40.4 per 1,000. Of these 175 were invalided, and 52 proved fatal, the former being in the ratio of 54.6, and the latter of 16.2 per 1,000. Compared with the preceding twelve months, there was a decrease in the invaliding-rate to the extent of 38.1, and in the death-rate of 15.5 per 1,000. The ratio of mortality, however, on this station in 1870 was rendered exceptionally high by the loss of Her Majesty's ship *Slaney*. Excluding the mortality from that catastrophe, there was a reduction in the death-rate in the present year, compared with 1870, equal to .6 per 1,000. In the febrile group of general diseases there were 353 cases; among them were 33 cases of small-pox, six of which occurred in the *Elk*. The cases were contracted at Yokohama, where it was prevalent, both on shore and among the shipping. One case proved fatal—that of a petty officer, a native of the West Indies. Thirteen cases occurred in the *Ocean*. These were contracted at Hong Kong. The other ships in which cases of small-pox occurred were—*Icarus*, 2; *Leven*, 4; *Princess Charlotte*, 1; *Ringdove*, 2; *Salamis*, 1; and *Zebra*, 3. The case of a petty officer of the *Ringdove* proved fatal. There were 4 cases of enteric fever, one of which, in the marine battalion, was fatal. The other 3 cases occurred on board the *Zebra*. These were contracted at Hankow. The surgeon of the ship, referring to these cases, says:—"Few places seem so well calculated to generate enteric fever as Hankow, or to foster and develop it when introduced. The air perpetually kept saturated with odours of putrid and fermenting night soil was at times so offensive as almost to sicken one. The China town is quite as bad, large tubs of fermenting filth meeting one at frequent intervals. The patient whose case terminated fatally had been on general leave, which he broke, remaining some twenty-four hours in the China quarter of the town, where, I feel quite certain, he contracted the disease. The other two cases were more difficult to account for, but I am inclined to think that they contracted the disease on the ground where the small-armed parties were exercised, where the odours are most offensive, and where the men are consequently exposed to inhaling this for some hours, and possibly to the danger of drinking from the wells in the vicinity. Indeed, it seems wonderful that so few cases occurred, where all the elements of fever were so

plentiful; for if the effluvia escaping through a badly-trapped water-closet be capable of producing fatal illness, how much more so are the abominable effluvia of Chinese towns and gardens?" There were 98 cases of simple continued fever in the *Barrosa*, 19 in the Marine battalion. With regard to the latter the surgeon says:—"I consider the combined causes of the disease to have been debauchery, exposure to cold, and the foul stenches so common at Yokohama, arising from collections of human excrementitious matter used as manure. The men of the 10th regiment suffered much from typhoid fever during their stay at Yokohama." There were sixteen cases also in the *Zebra*. Forty-seven cases of ague and 32 of remittent fever were under treatment during the year. The remittent fever on board the *Adventure* appeared to have been occasioned by exposure to malarious influences while the ship was in dry-dock at Aberdeen or at Hong Kong. In the constitutional group of diseases there were 486 cases, of diseases of the circulatory system there were 35 cases, 58 of glandular disease, 440 of diseases of the respiratory system, and 852 of diseases of the digestive system. The ships in which cases of dysentery were most numerous were the *Ocean*, *Princess Charlotte*, and *Zebra*. As to the cases in the latter ship, which were contracted at Hankow, the surgeon says:—"I am strongly of opinion that dysentery is almost entirely due to the highly malarious character of the place, and its appearance corresponds with the alternate rising and falling of the water, and consequent exposure of drying tracts to the ardent sun. It was absent during the steady rise of the river in May, June, and July, although that was by far the hottest and most oppressive period of the summer. The same water was used for drinking purposes during the first three months, and yet there was perfect freedom from the disease both on board and on shore, where the Yangtze water is used in preference to well water, and when cleared by alum and filtered is said to be quite safe, the only impurity being fine sand. Leave was given just as frequently in the first period as in the last, and quite as much, if not more, excesses were committed by the men. Dysentery prevailed amongst the natives at the same period, showing that there are other causes than those arising from the habits or duties of seamen and ship life. Still more remarkable is the fact that domestic animals, such as cats and dogs, suffer much, and often perish from dysentery, especially dogs of the setter, pointer, and retriever class, which being scarce and expensive in China, are generally well taken care of, yet are much affected, and I can speak from personal observation of the suffering of these animals as seen by me when out shooting. It will also be noticed that ships employed at sea (as, for instance, Her Majesty's ship *Ocean*) are comparatively free from dysentery, while ships at Hankow during the summer invariably suffer much." There were 226 cases of disease of the urinary system, 11 of diseases of the organs of locomotion, 1818 of diseases of the cellular tissue and cutaneous system, and 83 cases of unclassified diseases. There were five cases of delirium tremens in the squadron during the twelve months, of which three proved fatal. Of the total number one occurred in the person of an officer, one in a warrant officer, and three in marines. A case of poisoning by mercury occurred in the person of a seaman of the *Juno*. Under the head of wounds, injuries, and drowning, appear 636 cases of wounds and injuries, forty of burns and scalds, and nine of submersion and drowning, and of these eight of wounds and injuries were invalided; and five of wounds and injuries, and ten of submersion and drowning, proved fatal. Of the fatal injuries one man was killed by falling into a dry dock, one by falling from aloft, one man's skull was fractured in a street riot, one sustained a fatal gun-shot wound in action, and one was a case of suicidal wound of an artery. Of the fatal cases of drowning six fell overboard, three were found drowned, and one was drowned by walking over a jetty.

The following officers, whose last services were in China, have been appointed as under:—Commander S. S. Smith (in the *Salamis* 1872-73) to the *Active*, for the West Coast of Africa; Lieutenant W. M. Annesley (in the *Princess Charlotte* 1871-72) to the *Asia*, at Portsmouth; Lieutenant E. J. L. Bellett (in the *Barrosa* 1869-73) to the *St. Vincent*, at Portsmouth; Lieutenant E. F. Brickdale (in the *Zebra* 1871-72) to the *St. Vincent*, at Portsmouth; Lieutenant C. T. Francis (in the *Rinaldo* 1871-72) to the *Liberty*, at Falmouth; Lieutenant F. J. Gray (in the *Nassau* 1870-73) to the *Nassau*, at Malta; Lieutenant R. C. Gorst (in the *Juno* 1868-73) to the *Boscawen*, at Portsmouth; Lieutenant R. D. Jaffray (in the *Barrosa* 1869-73), to the *Pembroke*, at Chatham; Navigating Lieutenant R. Harwood (in the *Thistle* 1870-72), to the *Zephyr*, North America and the West Indies; Navigating Sub-Lieutenant Edward Leah (in the *Princess Charlotte* 1871-73), to the *Boscawen*, at Portsmouth; Navigating-midshipman G. H. Thunder (in the *Iron Duke* 1871-73), to the *Dasher*, Channel Islands; Paymaster F. North (in the *Barrosa* 1869-70), to the *Nassau*, at Malta; Assistant-paymaster J. G. Gordon (in the *Barrosa* 1871-73), to the *Vanguard*, at Kingstown; Assistant-paymaster A. N. C. King (in the *Barrosa* 1870-73), to the *Penelope*, at Harwich; Assistant-paymaster E. N. Richmond (in the *Juno* 1869-73), to the *Northumberland*, Channel Squadron; Gunner G. B. Bennett (in the *Salamis* 1870-71), to the *Achilles*, at Portland; Carpenter E. Efford (in the *Barrosa* 1869-73), to the *Zealous*, at Devonport.

CONSULAR TRADE RETURNS.

The Reports of Her Majesty's Consuls upon the manufactures and commerce of their various Consular districts has just been issued from the Foreign-office.

VENICE.

From the statistical returns published of the trade and commerce of Venice for 1872, we find that a very important augmentation has occurred in the commerce of that port since the Peninsular and Oriental Company's steamers have called there. The following figures speak for themselves:—In 1872 there was an increase in the number of ships to the extent of 178, representing a tonnage of 60,664 tons; and it is worthy of note that

the bulk of the increasing importations from foreign countries is now brought to Venice by British shipping, the arrivals of which continue to increase.

For the year 1872 the total amount of imports and exports show an increase of £1,266,682 over 1871. This increase is largely due to the trade with the East Indies, China, and Japan, as will be seen by the following statement, showing increased importations:—

Japan	...	...	...	£414,800
India and China	...	...	...	109,480
Moldavia and Wallachia	...	...	...	210,555
Russia	...	...	...	70,808
Turkey	...	...	...	3,746
Sweden and Norway	...	...	...	26,050
Holland	...	...	...	73,365
Great Britain and Malta	...	...	...	207,793

The subjoined tables will show the comparative amounts of imports from and exports to the East:—

		IMPORTS.	
Articles.		1872.	1871.
Rice	...	£46,976	...
Coffee	...	5,846	6,868
Pepper	...	5,780	519
Cassia Lignia	...	183	...
Tea	...	432	...
Silk—			
Cocoons	...	2,100	...
Raw	...	209,610	...
Waste	...	720	...
Worms' eggs	...	306,000	...
Manufactures—			
Silk	...	4,000	...

A falling off in the export trade with Turkey may, to some extent, be attributed to the circumstance of a reduction made in the rate of freight by the French Messageries steamers from Marseilles to the East, and the consequent diminution in the amount of goods sent from Switzerland to Venice for shipment to Egypt and Turkey; but as the Peninsular and Oriental Company have since modified their rates of freight, and the Trinacria line of weekly mail steamers between Venice, the Piræus, and Constantinople, has been running since the present year, the transit trade with Switzerland is again returning to Venice.

SAIGON—COCHIN CHINA.

A report has been issued by Acting Consul Hauschild on the trade and commerce of Saigon during the year 1872. From it we learn the following:—The commercial crisis which visited the colony, although resulting in the failure of speculators, has had the salutary effect of checking the pernicious system of granting credit to Chinese adventurers, and has put a stop to reckless overtrading.

There has been an increase in the number of British ships entered at this port. The export of rice in 1872 shows a decrease of 1,100,000 piculs as compared with the preceding year, the total quantity of rice exported in 1872 being 3,878,014 piculs, against 4,982,320 piculs in 1871. The total export of cotton in 1872 amounted to 50,000 piculs, or 2,000 piculs more than in 1871. The whole of the cotton produced in the colony finds its way to Hong Kong.

The production of silk in Cochin China is yet in its infancy, but owing to energetic efforts on the part of an enterprising French firm, it bids fair to be rapidly developed.

The sugar factory of the Indo-Chinese Sugar Company (Limited), has been disposed of to the original proprietors. Great difficulties are encountered in the way of obtaining labour, but it is hoped that ultimately the efforts of the proprietors will be crowned with success.

The production of pepper is represented as being very small, scarcely amounting to one-fourth of the quantity exported from Saigon. The greater part of the exports is derived from Cambodia. The opium and spirit farms have realised the same price as last year, but the gambling farm was sold for nearly f.1,000,000 below last year's revenue.

JAVA.

The report issued by Consul McLean on the Trade and Commerce of Java, although very comprehensive and ample in detail, is unfortunately of little use, as it refers only to the year 1871. We subjoin a few remarks, which will doubtless be found interesting:—

Coasting trade has been carried on with vigour by the Netherlands India Steamship Company, Limited, who during the year have declared a dividend of eight per cent. Two new steamers have been added to their fleet, which now consists of eleven steamships, with an aggregate of 9,827 tons register. During the year the Nederland Company did not begin active operations, owing to the non-completion of the four steamers building for them in the Clyde.

The year 1871 closed without seeing the completion of the line to Buitenzorg; great delays in litigation having taken place with reference to land the possession of which was essential to the enterprise.

The brighter prospects foreshadowed at the beginning of the year 1870 were not realised, and during that entire period the trade in almost all descriptions of staples, as well as fancy goods, was extremely depressed.